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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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The Daily Press.

HONGKONG, JUNE 1ST 1909.

THE Legislative Council has week by week been postponing the consideration of the new tramway route to the Peak in the hope, perhaps, that some evidence might be forthcoming of the public interest in the matter. An able Minute by Mr. DUNN, the Superintendent of the Botanical and Forestry Department, has been published strongly protesting against the new tramway being carried through the Public Gardens, by means of a wide cutting. Four alternative routes were orginally suggested, viz. (1) a tunnel under the Gardens; (2) a line on the surface of Glenealy Ravine; (3) a line on high trestles in the Ravine; and (4) a wide cutting through the western end of the old Public Gardens. At the annual meeting of shareholders of the Peak Tramways Company on Saturday the Chairman mentioned that the Directors had from the first objected to the tunnel route because of the enormous outlay involved. To Route No. 2 the objections are so obvious that it does not appear to have been seriously advocated. The Roman Catholic community has strongly objected to the third proposal because of the noise which would be created by trams running over high iron trestles so near to their principal place of worship, and in this objection they have been unanimously supported by the Works Committee of the Legislative Council who have recommended the Council to refuse approval of this proposal. With the same unanimity, however, they recommended that Proposal No. 1 (the open cutting through the Public Gardens) "is the best, and should be adopted, the damage done to the Gardens not being, in the opinion of the Committee so serious as to justify its rejection." Now, two months after the submission of this Report, the Superintendent of the Botanical and Forestry Department, has been required by the Government to state his views on the proposal. That this official would be strongly opposed to the idea of a tramline running through any portion of the Public Gardens was a foregone conclusion, and the value of the Minute which Mr. DUNN has submitted consists in the arguments on which his protest is based. The proposal now under the consideration of the Government means the sacrifice of 50,000 square feet of garden space and the destruction of "one of the best collections of palms and other trees in the world," not one of which, we are told, can be transplanted, in consequence of their size and age, and even if their removal were possible there would be no space available for their reception. That is a strong argument from the point of view of the botanist, and while the public may not be able to estimate the collection which is menaced at its proper scientific value, they are well able to appreciate its exceptional beauty and would greatly regret its destruction. The question therefore is briefly this: Would the public utility of the proposed line fully compensate for the sacrifice of public garden space and the destruction of the rare collection of palms and shrubs it involves? In the opinion of the Works Committee there is "great need for additional facilities for reaching the High Levels and the Hill District" and we think that fact will be generally admitted. If it were not so patent, the new tramway would never have been proposed, for when men put their money into an enterprise they do so with some confidence of seeing an early return on the capital invested. Either the need for these increased facilities for reaching the higher levels has to be ignored by the Government or approval must be given (1) to the cutting through the gardens; or (2) to carrying the line on trestles up the ravine,—a proposal which, in consequence of the opposition it has evoked from the Roman Catholic community, the Works Committee has recommended the Council to reject. There is no other practicable route to the Peak with the same prospect of the enterprise proving remunerative, and the rejection of both these proposals would therefore mean the abandonment of the undertaking, since the tunnel scheme appears to be regarded by the Directors of the Company as quite out of the question.

The directors of the A. Butler Cement Works Limited, at the annual meeting, which is to be held on 7th June, will recommend a dividend of six per cent for the year.

Mr. W. Burton, head watchman at Taikoo Dockyard, charged an Indian watchman with sleeping on duty. Mr. Kemp, before whom the man was brought, imposed a fine of $10 with the alternative of 14 days' imprisonment.

At the Magistracy yesterday two Russian sailors were charged with stowing away on board the "Toso Maru" from Shanghai to Hongkong. Mr. Hazeland ordered them to pay a fine of $25 each or go to prison for one month.

An Imperial Edict sanctions the request contained in a memorial from the Board of Agriculture, Industry and Commerce for an official Seal to be given to the Chinese Commercial, Association, formed for the purpose of promoting China's foreign commerce by Chinese merchants in North Borneo.

The resignation of Prince Ito as Resident-General in Korea has now been definitely accepted. Viscount Sone is to be appointed to the post in succession and has been recalled to Tokyo, where he is expected to arrive about the 23rd inst. Prince Ito will be appointed President of the Privy Council vice Prince Yamagata.

Memorial Day was celebrated yesterday by the American warships in the harbour by a salute at noon. It is a day set apart in America for decorating the graves of soldiers who took part in the civil war. Yesterday morning several American bluejackets might have been observed wending their way to the cemeteries at Happy Valley in rickshas laden with beautiful wreaths.

A Singapore contemporary quoting from our columns the report of a case in which a Chinaman was sentenced to six months' imprisonment and six hours' stocks for returning from banishment, observes:—"There must be a different law in Hongkong to the Straits, where a man returning from banishment is sentenced to penal servitude for life, and the Court has no option but to impose the sentence on those found guilty."

On Saturday Mr. Charles Denby, the retiring American Consul-General at Shanghai, was to be entertained at a farewell banquet. So many requests were received by the promoters for permission to participate in thus honouring Mr. Denby that it was finally found necessary to abandon the original intention of a semi-private function and make the dinner of an international and public character. The influential general committee includes the names of many of the leading residents of Shanghai, Mr. D. Landale being the chairman of the committee.

Four Chinese were yesterday at the Magistracy convicted of applying a false trade description to packets of opium. They had similar paper wrappers to those used by the Opium Farmer, and as they had die stamps in their possession for printing the paper, as well as labels and a quantity of opium, the case seemed pretty clear against them. The first and second were sentenced to four months' imprisonment and the others to two months' imprisonment each.

The following announcements will probably be of interest to a good many people in the East:—On July 12 Mr. H. M. S. Man, of the Chartered Bank, Hamburg, and formerly stationed at Hongkong, Manila, and Saigon, will be married to Miss Nora Loeck, of Hamburg. On Aug. 28 A. Murray Gibbon, also of the Chartered Bank, Hamburg, will be married at Bournemouth to Miss Nicola A. L. Hutchison, of Aston Lodge, Surrey-road, Bournemouth.

A Peking telegram states that Sanmun, or San Moon Bay is to be made China's largest naval port. The entrance of this bay, says the Shanghai *Mercury*, is twenty miles W.N.W. of the Hieshan Islands. It is readily recognised by a remarkable thumb peak, 800 feet above the sea, called by the Chinese Tafou and by foreigners Albert Peak; it rises from the northern end of Tafou Island on the northern side of the bay. There is good shelter in the N.E. Monsoon immediately westward of Leaming Island, which forms the north point of the entrance to the bay. The bottom is of soft mud. About S.W., two and a half miles from Leaming is Sanchesan or Triple Island, and the depth between them is ten and eleven fathoms. West, six miles from Lea-ming is a conical islet, named Cone Island, with a reef off its south end; N. W. by N. six cables from Cone Island is a small islet with a rock off its south-east face. At four miles westward of Cone is a small islet. Having passed southward of Cone, St. George Island will be seen bearing N. W. by N. four miles; the water shoals gradually as this island is approached, and the anchorage is three fathoms at half a mile south of it. It is secure in N. E. winds. There is another bay northward of St. George which is shoal and full of rocks. At the anchorage under St. George Island, San-mun bay, it is high water, full and change, at 10h. 20m.; and the springs rise about fifteen feet. Judging from the chart, San-mun Bay appears a very poor naval port.

DISORDERLY GERMAN SAILORS.

It was fortunate for the police concerned that the riotous behaviour of four German sailors at Kowloon on Sunday did not have more serious results. The seamen, who are to proceed north by the transport *Oldenberg*, hailed a sampan at Tsimchatsoi to take them on board their vessel. As soon as all were aboard the Chinese craft, however, they wanted to take charge, and because the natives objected to their interference they were assaulted. A police whistle blew, and brought Detective-Sergeant Wilden, Sergeant Caygill, Lance-Sergeant Edwards and Constable Adams to the assistance of the boat people. When the police arrived on the scene two of the seamen drew knives. One of the armed men made a rush at Lance-Sergeant Edwards, but his jab missed its mark. Unfortunately for Sergeant Wilden, who was rushed by the other German, the aim proved true, and the knife passed through the palm of his hand. In the end, the police overpowered the truculent sailors, and they were charged before Mr. J. H. Kemp at the Magistracy yesterday with assaulting the crew of the sampan, assaulting the police, and behaving in a disorderly manner. As no objections were raised by the police, the men were handed over to the German Authorities to be dealt with.

LONDON TO JAPAN IN SIXTEEN DAYS.

Certainly the "shrinking of the globe" goes on apace, and now, owing to the Trans-Siberian Railway, as newly supplemented by the enterprise of the Great Eastern Railway Company and the International Sleeping Car Company it is actually possible to reach Japan in sixteen days from London. The new service is viâ Harwich and the Hook of Holland, the passenger travelling to Moscow viâ Berlin and Warsaw. At the ancient capital of Russia, the Trans-Siberian Railway is joined, the trains conveying first and second class passengers. Up to Moscow the service is daily, beyond bi-weekly, the trains leaving Moscow on Sundays and Wednesdays at 11.30 p.m. Vladivostock is reached on the eleventh day after leaving Moscow, and Japan (Tsurouga) is reached two days later.—*Travel and Exploration.*

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 7.00 p.m.—A depression appears to be developing over the China Sea in the neighbourhood of the Paracels.

On the 31st at 11.55 a.m.—The depression appears to have reached the northern coast of Annam in the neighbourhood of Tourane.

The barometer has fallen moderately over S.W. Japan and the Loochoos, and a slight fall has taken place over S. China. It has risen in E. Hokkaido.

A depression is likely to form over the Pacific to the E. of Formosa.

The area of high pressure has shifted Eastwards and is now situated to the E. of Japan.

Fresh to strong N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood(*)

Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan...	Same as No. 1.

(*) N.E. and E. winds, fresh or strong squally, showery.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE PRINCES IN BERLIN.

LONDON, May 31st.

The Japanese Princes attended the annual parade of the Berlin Garrison, and the Gala Opera.

GERMANY'S FINANCIAL MEASURES.

LONDON, May 31st.

Despite the Opposition of the Government the Finance Committee of the Reichstag has passed resolutions taxing bonds and securities, as well as the milling industry, and to place an export duty on coal.

KAISER TO VISIT ENGLAND.

LONDON, May 31st.

"The Times" states that the Kaiser will possibly visit Newquay (Cornwall) this year.

MUTUAL REGRETS.

LONDON, May 31st.

France and Germany have signed Notes expressing regrets for the Casablanca incidents.

WHEAT SPECULATOR'S PROFITS.

LONDON, May 31st.

Mr. Patten, the American wheat dealer has closed the corner in wheat. He is stated to have made profits amounting to over a million pounds sterling.

POPE AS MOTORIST.

MILLIONAIRE'S GIFT.

A magnificent motor-car, destined to be a present to his Holiness the Pope from an American millionaire, said in some quarters to be Mr. Pierpont Morgan, was recently sent from Turin to the Vatican. The car has been wholly constructed at Turin, and is designed for the Pope's use in the gardens of the Vatican Palace. Its cost is about £1,500. It has a 30 h.-p. motor and is fitted inside and outside with electric lamps and signalling bells. The Papal arms are prominently emblazoned on the doors. The interior of the vehicle is richly decorated in white velvet with lace borders. On the right-hand side hangs a beautiful large type breviary with clasps of gold, so that the Pontiff may recite the Divine Office while speeding along in his automobile. On the left is placed a massive gold medallion of St. Joseph. The American millionaire has secured the services of the world-renowned Italian champion racer, Signor Cagno, formerly chauffeur to the Dowager Queen Margherita. Cagno will exhibit the capacities of the machine to the Pope and will take his Holiness for his first motor rides, remaining at the Vatican to train the Pope's first chauffeur. The cost of the upkeep of the Pope's car will be comparatively small, owing to the enviable total exemption from taxation which he enjoys through the generosity of the Italian Government.

THE MONSOON FORECAST.

ABNORMAL FEATURES OF THE CURRENT SUMMER.

The forecast of the monsoon which will be issued as usual by the Meteorological department next month should be an unusually interesting one, says the *Pioneer*. The belated cold weather storms which swept across Upper India in April, giving heavy rain in certain parts of the plains and snow on the Himalayan ranges, must have had some effect in disturbing what are technically known as the normal conditions of the early summer. Further, there has lately been unusual rain in Burma and North-East India, and strong moisture-laden currents have appeared in the southern part of the Peninsula. When the rainfall of May comes to be made up it will probably be found to be in excess, and it is just possible that the true monsoon may make an early appearance at Colombo. The current summer has undoubtedly abnormal features, but how long these will continue even meteorogical experts must be at a loss to say. In the days when the snowfall theory was in the ascendant there would have been prophecies of a late monsoon but the uncertainty that has attached to all forecasts of late years makes prediction of any kind a matter of guess work. A month hence the Meteorological department may be in a better position to reach some guarded conclusions, as by that time the reports from Ceylon will have shown whether the moonsoon winds have set steadily towards India.

FOREIGN INSURANCE OFFICES IN JAPAN.

A Tokyo despatch states that some 36 foreign insurance companies are represented in Japan and that the same have hitherto enjoyed special and preferential treatment by the Government, as compared with the administration controlling Japanese companies. Now that the Government proposes to revise the rules regulating native concerns, instituting, however, more rigorous strictures in consequence of recent disclosures, the opportunity will also taken to establish rules controlling foreign offices, with a view to bringing them more in line with Japanese companies.

LOCAL SPORT.

CIVIL SERVICE SPORTS.

The Civil Service Cricket Club held their annual sports at Happy Valley yesterday, a large attendance assembling to witness the various events. The programme was a lengthy one, and all the items were keenly contested. The Rajputs Band under Bandmaster Coke provided music during the afternoon.

Results are as follows:—

BOYS' FLAT RACE, handicap, over seven years.—E. Brett, 1; Blake, 2.

GIRLS' FLAT RACE. Under seven years.—M. Fincher, 1; D. Pile, 2; E. Woolley, 3. Over seven years:—E. McLeod, 1; G. Woolley, 2; B. Brett, 3.

120 YARDS RACE, Handicap, open to all members,—J. Bullen, 1; E. Dawson, 2; L. E. Brett, 3.

BONA FIDE CLUB VISITORS FLAT RACE, HANDICAP: Civil Servants ineligible to compete,—O. E. Owen, 1; Andrews, 2; Chunyut, 3.

LADIES' EGG AND SPOON RACE—Mrs. Pile, 1; Mrs. L. E. Brett, 2; Mrs. C. W. Brett, 3.

POTATO RACE. For members under 37 years of age: H. Witchell, 1; Gibson, 2.

100 YARDS LADIES-NOMINATION RACE—Bacon, nominated by Mrs. Thornhill, 1; Pile, nominated by Mrs. Hung, 2; Witchell, nominated by Mrs. Weal, 3.

THREE-LEGGED RACE—Bond and Gibson, 1; Brett and Dawson, 2; Barlow and Witchell, 3.

BOYS' FLAT RACE,—Under seven years—F. Lawrence, 1; C. Lawrence, 2; B. Pile, 3.

SACK RACE—Pile, 1; Barlow, 2; Wiltshir, 3.

VETERANS' RACE—Dr Clark, 1; W. S. Diggins, 2; A. Blowey, 3.

GIRLS' SKIPPING RACE—Edie McLeod.

LADIES AND GENTS' DRIVING RACE—Mrs. Brett and Mr. Pile, 1; Mrs. Smith and Mr. Pile, 2.

WHEELBARROW RACE, (Scratch): Messrs. Bond and Witchell, 1; Messrs. Brett and Bullen, 2; Messrs. Diggins and Wiltshir, 3.

EGG AND SPOON RACE—Gibson and Biden, 1; Ladd and Bacon, 2; Blowey and Bullen, 3.

At the conclusion of the sports Dr. CLARK presented the prizes, and was accorded three cheers and a "tiger"; another followed for the donors, and the meeting ended.

LAWN TENNIS.

HONGKONG *v.* KOWLOON.

The annual match between Hongkong and Kowloon after many delays was played off yesterday afternoon on the King's Park in ideal tennis weather. There was a good attendance to witness the play and it is satisfactory to note that the spectators were not disappointed. The exhibition of tennis was of a very high standard. On this occasion Kowloon showed up better than on previous meetings, the score being 106 games for Hongkong, and 86 for Kowloon.

Hongkong was represented by Pinckney and Carr, Harris and Aubrey, King and Hutcheson, and Sutherland and Pemberton, while the following did duty for Kowloon: Klimanek and Lapsley, Edwards and Fowler, Clelland and Weaser, and Mead and Green. The umpires were Messrs. Fittock, MacKenzie, Monagh and Pelling.

The light was all that could be desired but the wind proved a disconcerting factor. It robbed volleying of its value, and as it came over the sheets it added uncertainties to the course of the balls. Victory went to the pairs who played the net game, the difficulties mentioned operating against those who attempted to keep the balls high. The courts, it should be added were in splendid condition.

Carr and Pinckney carried off the honours for the visitors. Carr played perfect tennis but his companion made several mistakes. Carr, on the other hand, never missed a shot. Harris and Aubrey also played well for Hongkong. Klimanek and Lapsley, with three wins to their credit, did most for Kowloon, while Fowler and Edwards, after losing the first two matches, steadied themselves and played finely in the next two. Mead and Green also did well, winning from Sutherland and Pemberton and drawing with Hutcheson and King. The scores are as under:

Pinckney and Carr beat Fowler and Edwards 10/2, Klimanek and Lapsley 7/5, Clelland and Weaser 10/2 and Green and Mead 9/3.

Harris and Aubrey beat Edwards and Fowler 8/4, Clelland and Weaser 8/4, lost to Mead and Green 4/8, lost to Klimanek and Lapsley 5/7.

King and Hutcheson lost to Fowler and Edwards 5/7, Klimanek and Lapsley 3/9, drew with Mead and Green 6/6, beat Clelland and Weaser 9/3.

Sutherland and Pemberton lost to Fowler and Edwards 4/8, Mead and Green 5/7, Klimanek and Lapsley 3/9, beat Clelland and Weaser 7/5.

LAWN TENNIS LEAGUE.

CHINESE Y.M.C.A. *v.* TAIKOO.

The meeting between these clubs on Saturday afternoon resulted in a win for the Y.M.C.A. by 56 games to 43.

Hill and McCubbin beat Lau Wing Cheung and T. M. Mohler 7/4, H. Gittins and Lau In Cheung 7/4, Ernest Ho and Wei Wing Lok 8/3.

Macaskill and Peacock beat Gittins and Lau In Cheung 7/4, lost to Ho and Wei Wing Lok 3/8, lost to Mohler and Lau Wing Cheung 4/7.

Hunter and Tillman lost to Mohler and Lau Wing Cheung 2/9, lost to Ho and Wei Wing Lok 2/9, lost to Gittins and Lau In Cheung 3/8.

ANHUI COPPER MINE TROUBLE.

REQUEST TO CANCEL SIR LISTER KAYE'S CONCESSION.

The *Peking Daily News* publishes the following translation of the joint petition, presented by the gentry of Anhui, concerning the copper-mining concession within the jurisdiction of the province of Anhui:

It is understood that an Agreement (under date of the 20th day of the 4th Moon of the 35th year of Kuanghsu) for the opening of copper-mines in the province of Anhui has been made and concluded in Peking between a British merchant known as Sir John Kaye (?) and the Board of Foreign Affairs.

Article IV. of the said Agreement states very clearly that before the scheme is being carried into operation, the party agrees to submit plans and specifications and provide necessary funds for the purchase of lands around the mining district, whereas Article V. of the same Agreement also points out very unmistakably that the Agreement is meant to be put into force within twelve months of its signature.

In view of the fact that the party has now violated these two provisions of the Agreement, due steps have since then been taken up by the Board of Foreign Affairs to adjust the matter.

We note, however, that recently a foreigner named (?) bearing pretentiously the name of a tourist, has secretly occupied the hill. He has lawlessly caused the grave-yards in its vicinity to be removed and the construction and widening of the roads are rapidly in progress. Furthermore, various machines, pertaining to the opening of the mines, are now ready on hand and worst than all, the party is apt to introduce all sorts of indecent amusements thereby attracting the natives to work in the mines.

The party, despite the repeated warnings of the Board of Foreign Affairs, has actually carried on the enterprise without any sanction from the Central Government and we, the gentry of Anhui, acting with a view to protecting China's Sovereign rights and the interests of our people, hereby jointly petition to Your Excellency, the Viceroy of Liangkiang that the Board shall be duly notified and that some measure must, in someway, be taken to prevent further developments of such rash acts.

As we learnt that the said British merchant would be in Peking in the near future to negotiate regarding the matter, we have now arranged to send several representatives and delegates, who are now on the way to Peking, to present their side of the question for fair settlement of the case.

It is our sincere hope that the Board shall never yield to the wishes of the merchant or sanction the further renewal of the Agreement. We also request the Board of Agriculture, Industry and Commerce to cancel the passport issued to the tourist (?) so as to avoid further trouble in the case and that the concession be handed over to the gentry for management.

A BIG MEDICAL SCHEME.

SUGGESTED MANUFACTORY OF SERUM FOR COLOMBO.

We understand, says the *Times of Ceylon*, that, in view of the great extension of the system of guarding against disease by inoculation, the question of establishing a manufactory in Colombo at which the various sera now in use could be made has been mooted. Questioned on the matter, Sir Allan Perry said: It is quite true that the subject has been broached, but as yet it is very much in the air, and no proposals have been sent into Government. It is felt that it would be very convenient to have all the sera we require, such as for enteric, diphtheria, etc., and cattle diseases, such as rinderpest, manufactured in the island. The new Bacteriological Assistant who came out lately is accustomed to that work and he is at present paying considerable attention to the manufacture of a vaccine for small-pox, and there has been a great improvement in it since he came. However, a station for the manufacture of sera would be a very large scheme. Cold storage accommodation with enormous engines and machinery would be required, so that in any case a long time is bound to elapse before the idea materialises. I may say that they have such a station in the Philippines, erected at a large cost.

ARCTIC EXPLORATION.

AMUNDSEN'S NEXT VOYAGE.

On January 2, 1910, Roald Amundsen will sail on the *Fram* on his next voyage to the Arctic regions; the crew has been chosen. The Norwegian Government is supplying all the firearms and weapons needed, and the Carnegie Institute is giving the magnetic instruments. American hogs will be taken on board, as they can stand the Arctic climate very well; thus the expedition will have a good supply of fresh meat. The *Fram* is expected to arrive at San Francisco next June, and she will stay there until a suitable opening can be found in the ice. The last news to be sent by the *Fram* will be that sent from Point Barrow, the most northerly point in North America, and the expedition will sail from Point Barrow in August, 1910. Amundsen will not have wireless telegraphy on board, as the cost of the apparatus is so great. A motor engine of 200 horse-power will enable the *Fram* to attain a higher rate of speed, and will also supply the vessel with electric light. The *Fram* will carry several kites of the best models. Amundsen hopes that he will be able to reach open water between Spitzbergen and and Greenland in the summer either of 1914 or 1915, in the region in which the Polar Stream passes along the east coast of Greenland.

INDIAN WHEAT EXPORTS.

The *Times of India* observes:—An up-country contemporary says that when the irrigation works now completing are in operation, India will annually export an additional million tons of wheat, and asks how the railways are to carry this enormous mass of produce. The estimate is under the mark. Karachi expects, when the irrigation works in the Punjab and Sind are finished and developed, to export in good years three million tons of wheat. The answer to the question how this produce is to be moved is surely contained in the investigation of the Committee which has been studying the question of wheat elevators in India. The obvious solution of the traffic problem is to follow the course of all great wheat exporting countries, and adopt scientific methods to distribute the export over the year so as to economise transport and be in a position to take advantage of the market. This can be accomplished only by the elevator system, which has been brought to such a pitch of perfection in Canada and America. We have not the slightest doubt that the elevator will come in India, because the alternative—enormous railway and shipping facilities which would lie idle for eight months of the year—is prohibitively costly. This being so, the sooner a beginning is made with the provision of them, the less the cost and the greater the efficiency.

SHIPPING NOTES.

The *Kitano Maru*, the sixth new N.Y.K. steamer built for the European service is now in port, and leaves to-morrow on her maiden trip to Europe. She is commanded by Captain Cope, and is the equal of her sister ships in every respect.

* * *

The telegram from our Tokyo correspondent a few days ago announcing that the Directors of the Nippon Yusen Kaisha had declared a dividend at the rate of 10 per cent for the half-year ended March 31st, is an effective contradiction of the rumours which have recently been appearing in the Japanese Press suggesting that the Company had lost heavily, and would be unable to pay the usual dividend. Mr. Kato, the Vice-President of the Company, in a recent interview said the Company did not escape the wave of depression which overtook all those engaged in the maritime carrying trade during last year. But fortunately the Directors had fully foreseen this state of affairs, and had made provision against it by large reductions in the staff, by abolishing several branches and sub-branches, by giving up services that did not pay, and by various other savings, especially in the matter of coal. By these various precautions a difference of about 1,700,000 *yen* resulted in the Company's outlays; and thus, though the income for the half-year under review fell off by some 2 million *yen*, the net issue was a profit of over one million, so that the Company will be able to pay a dividend of 10 per cent. without taking so much as a cash from the Reserve for the Equalization of dividends.

* * *

With reference to the Japanese maritime carrying trade in general, the *Shogyo Shimpo* ("Commercial News") observes that it cannot be safely alleged that the sun of prosperity has dawned again. There has certainly been an access of activity in shipping circles, but that is a normal feature at this time of year, and it is not improbable that when the carriage of beans and salt has come to an end, the old state of depression will recur. Our contemporary estimates that when ships undergoing repairs are dedicted the total tonnage of vessels laid up for lack of freight is about 25,000.

* * *

In anticipation of the development of Ningpo, a new steamship line is to be established between Shanghai and Ningpo. It will be purely a Chinese enterprise. The promoters have already secured one of the steamers which was built not long ago at Foochow for Messrs. Racine, Ackermann and Co., but which was thrown back on the hands of the builders in consequence of the delay which took place in the completion of the vessel. Pontoons are being constructed in Shanghai for the new Company's wharf in Ningpo, and it is confidently expected that the enterprise will be a huge success financially. The capital invested is Tls. 1,500,000. Mr. Bell, formerly chief pilot of the s.s. *Lita*, recently went to Foochow to take command of the new steamer and take her to Shanghai.

* * *

For the second time the Philippine Assembly has killed the Commission Bill providing for the appointment of a Shipping Commissioner for the port of Manila. This is a very important measure that the Commission has been very anxious to get approved in order to put a stop to numerous complaints on the part of seamen of injustices they were exposed to. The Bill was also strongly supported by the shipping firms and its passage was requested by nearly every prominent shipping concern in the islands, the companies so desiring being the owners of some 239 vessels with a gross tonnage of approximately 45,580 tons. Among the provisions of the Bill were the adjudication of wage disputes and the relief of distressed seamen and the settlement of their estates. It also covered cases of desertion and provided a penalty of a fine of not exceeding 200 Pesos or imprisonment of not exceeding one year for each offense.

* * *

In June, 1905, the Danish vessel *Princesse Marie* was sunk during the Russo-Japanese war, in the Sea of Japan, by the Russian cruiser *Terek*. It was contended by the owners of ship and cargo, before the Libau Prize Court, that the cargo was not contraband, and that the vessel should not have been sunk, and that those interested should be re-imbursed for their loss The Court, however, found otherwise. The appeal has been heard recently before the Supreme Prize Court at St. Petersburg, which has reversed the decision of the Court at Libau, and remitted the case to that tribunal to settle the value to be paid to those interested. The Foreign Office has been informed of this decision by His Majesty's Ambassador at St. Petersburg, and that the Court has declared that the sinking of the vessel was illegal, and the confiscation of the greater part of the cargo irregular, but that part of her cargo of railway material has been declared to be contraband. The *Princesse Marie* when destroyed was bound from Manchester to Chinese ports, and was a steamer of 5,416 tons, built in 1902. It is understood that the claims on behalf of the hull amounted to over £96,000, and that large amounts were also placed on cargo, part of which consisted of Manchester goods. As the claim on this vessel has been met after an interval of so many years, underwriters are inspired to believe that they may at last receive what they consider to be only justice in the case of the *Knight Commander*, which was sunk near Hongkong.

* * *

Some interesting information about the etiquette of the sea, which is apparently even more complicated than that of the land, is contained in a recent issue of the *Shipping Gazette*. When to hoist his flags and when to dip his ensign are apparently questions that puzzle the shipmaster, but if he follows the rules laid down for him he cannot go wrong. The article in fact, is a compendium of the rules of polite society on the high seas. Generally speaking, says the writer, it may be said that when two liners belonging to the same owners sight each other at sea, they hoist their flags immediately. In passing, the junior captain always dips his ensign to the senior captain. If two liners belonging to different owners pass each other at sea, and the captains happen to be acquainted, the master who realises that he is the junior may be relied on to dip to the other ship. In the case of a British liner sighting a foreign liner there is no definite practice, but as a rule it is found that the commanders of foreign liners courteously dip to any large British liner they meet on the high seas. It is just a question of courtesy, and sometimes the commander of the British vessel may run up his ensign first.

* * *

Steamship agents in New York declare that the season which is about to begin will be a record one for European tourists. The advance bookings are larger than they have ever been at this season of the year, and it is estimated that at least 100,000 Americans will make the European trip in May, June, July, and August.

* * *

The s.s. *Reigatti*, homeward bound from Vladivostock, landed at Colombo a native crew of 19 hands and three passengers, who were rescued from a sinking vessel about 200 miles west of Sabang. It is stated that the rescued crew belonged to the British brigantine *Berthe* and, on seeing signals of distress, the captain of the *Reigatti* went to their assistance, and took them all on board.

* * *

Captain J. Hands, of the N.Y.K. steamer *Miike-maru*, met with a rather serious accident recently at Kobe. It appears that Captain Hands was descending the companion ladder from the bridge to the lower deck when he suddenly slipped and fell heavily on to the lower deck. When picked up he was found to be bleeding profusely from a gash in the forehead. Later he was removed to hospital and, on examination, it was feared he had broken a rib.

HIMALAYAN EXPLORATION.

The *Englishman's* Srinagar correspondent wires:—A good deal of interest is being taken in Kashmir in the expedition which the Duke of Abruzzi is leading to explore the regions of K. 2. The Duke of Abruzzi, who is known here to natives as Shahzada Sahab is well equipped with experience in undertaking the difficult work of approaching K. 2. This giant, which has an elevation above sea level of 28,265 feet, is one of the highest mountains in the world. It is a peak of the Mustagh or Karakoram range and is situated on the northern boundary of the territories of Kashmir. The Duke is accompanied by Mr. Allan Banes, by a few other Europeans and by twelve expert mountaineers.

The expedition, which has remained some days in Srinagar collecting stores, transport and other necessaries, left by a boat for Shadpore. The Resident, Sir Francis Younghusband, went with it in his house boat as far as that place. The party will cross the Zoji La (Pass) 11,800 feet, and will then proceed to Skardu via Kargil. Beyond Skardu the route to be taken is not known, but, it is probable that one leading through Shigar and over the Baltod glacier on the northern confines of Baltistan will be selected.

Heavy rain has fallen in the Kashmir valleys lately and snow is reported to have fallen on the passes, so that the expedition has not started under favourable circumstances, and is likely to be not a little inconvenienced on the Zoji La.

INDIAN CIGARS.

The Indian Cigar industry is an expanding one, for our manufactures are now exported to all parts of the world. Unfortunately, our cigar manufacturers do not always observe the essential requisites for the further extension of the industry. Indian-grown tobaccos are used as "fillers," and it is in the quality of this that they fall short. For wrappers they use imported leaf, which may either be Sumatra or Java, and with these very little fault can be found; but it is the grading of the Indian growths, used for fillers, that is neglected, and herein lies the secret of success of the foreign-made cigar. Every cigar in a 10 -box of "Dutch Havanas" or Manilas, or any other, is of the same quality throughout. Not so the Indian-made cigar. In the case of the latter the first, and occasionally the second, layer is of good quality; the rest are not only inferior, but often unfit to smoke. The grading has been neglected, or done in a way that does not make for success. Under the present system, size, not quality, rules prices. Even in the highest-priced cigars the grading is the same. It is this which makes Indian cigars unpopular abroad. If our large European cigar-manufacturing firms would only adopt the methods of the "Dutch Havana" manufacturers, they would soon supplant all other makes; not only in India, but in those countries to which their cigars are exported. In India tobacco is duty-free: in all other countries the duty on tobacco very high.—*Calcutta Englishman.*

PETROLEUM IN SIAM.

The announcement that petroleum has been found on the Duff Development Co.'s concession in Kelantan hardly comes as a surprise, says the *Siam Observer*, as indications of it have been found in various portions of the Malay peninsula, although never up to the present have these indications on being followed up given promise of payable oil. It is only a few years since a couple of hard-working Australian prospectors, who had had experiences of oil in Java, wasted a good deal of time and their own and others' money in investigating what they were at one time sure would turn out a valuable oil field somewhere in the Chantaboon district. At Muang Fang and various other places north of Siam small quantities of the oil come to the surface but so far no serious attempt has been made to ascertain its possible commercial value on an extensive scale, this being due mainly to the difficulty in communications in those regions. Indications of it have at various times been reported in the Singora and Kedah provinces and there can be little doubt that in some places it may in the course of years repay extraction and refining. About ten years ago Mr. James McCarthy, the Director General of Surveys, informed the writer that in course of his twenty years' residence in Siam he had come upon it in fully half-a-dozen spots, adding, "but I don't think it will be worked in my time, or yours either." Still, for all that, he may prove to be wrong and it is within the bare range of possibility that Siam kerosene may one day be as well known in the East as is the product of Sumatra to-day.

CAPTAIN MAHAN ON GERMAN NAVAL EXPANSION.

An important article by Captain Mahan, entitled "Germany's Naval Ambitions," appears in *Collier's Weekly* for April 24. Germany, Captain Mahan says, has stolen a march on Great Britain in two respects:—

She has advanced towards the fulfilment of a programme which contemplates a navy stronger than the present British . . further she has created, unseen, facilities which enable her to maintain this gain, for she can now go on building as rapidly as her supposed rival.

Captain Mahan, however, does not hold that the situation, as regards Great Britain, embarrassing though it is, is as "immediately menacing as pessimists assert"; but he believes, none the less, that "an extraordinary situation has been created, and that henceforth, if Germany so will and can find the money, the two-Power standard of the British Fleet, accepted by Liberals as well as Conservatives, cannot be maintained."

These new conditions, according to Captain Mahan, are a matter of very grave concern to the United States.

It is surely incumbent upon us to recognize that there is now visible in the near future a foreign fleet decisively superior to our own. . . . Great Britain will also have such a fleet and superior; but a long history of international contention, together with the exposure of Canada, not to speak of kindlier relations and recent memory of good offices done us, make as sure as anything future can be that Great Britain can have no wish to contravene our historic policy known as the Monroe Doctrine. . . . Germany's action as regards the Monroe Doctrine has also been scrupulously in accord with our position; and for that reason no one has a right to suggest any purpose to the contrary for the future. But . . . are we willing now to leave a permanent element of national policy dependent upon the uncertain indulgence of a foreign State, which is notoriously thirsting for colonization in the supposed interests of racial development? . . . Scarcely five years have passed since, after long negotiation, we freed ourselves from our engagements with Great Brstain, and obtained, diplomatically, the free management and control of the canal. Control, however, is a mockery in terms when confronted by a superior navy. As towards Great Britain we have other means of pressure should occasion arise, toward any other European Power we have only our navy.

Few persons realize what the appearance of such a navy as that which Germany is building means in international affairs. The question, indeed, is not what she intends; like other governments she may, to some extent, live from hand to mouth, though probably not so much so as others. The question is, what will she be able to do with such a force? That is her meaning; the expediency of an unknown future, as yet contingent and impossible to foresee. But though contingencies are beyond our ken, it is perfectly knowable, and absolutely sure, that, should they be unfavourable, she, with a decisively superior navy, will have the whip-hand. To cite instances, to illustrate in detail how navies built for one purpose have insensibly been led to assert decisive effect in very different quarters, passes the limits of this writing. Thus it was without malice prepense, that the navy of Cromwell, built for the narrow seas, was drawn, almost despite himself, to the Mediterranean; and there in his strong hands followed by William III. and Marlborough, changed the face of Europe and shaped therefrom the destinies of America. Is there any thoughtful man who does not see that the great international questions of this present day are shaping far outside of the narrow seas, although it is quite possible that they may be decided there? Europe is full, and overflows.

As the basis of his argument, Captain Mahan uses the figures given by the editor of the *Naval Annual* in a letter published in *The Times* of March 24.

FAR EAST MISSIONS.

THE GROWTH OF CHRISTIANITY IN JAPAN.

The Bishop of Gloncester presided over a meeting held at the Church House London recently, in connection with the North China and Shantung Association, the Guild of St. Paul, South Tokyo, Japan, and the Church of England Mission to Korea.

Sir Ernest Satow, late Minister in Japan and at Peking, said that fifty years ago Christiani y was regarded in Japan as a pernicious sect. Prominent notices were displayed throughout the country denouncing Christianity and offering rewards for the captivity of converts and catechist missionaries. In 1866 the descendants of the ancient Japanese Christians who were believed to have been entirely extirpated in the Seventeeth Century again showed their heads. Four or five thousand Christians were discovered and banished from the country, but as the result of the intervention of other nations they were allowed to return, and there was a gradual toleration of Christianity, and subsequently religious liberty was awarded to the Japanese people. Great was the contrast now with the days of fifty years ago. Roman Catholics and members of every Protestant sect were increasing in numbers every day. In Ja an Christianity had come to be recognised as a very great moral motive force in the national life, leading to the practice of higher morality in every department of life. Even among many Japanese who had not actively joined any Christian body there was a great belief in the necessity of a higher morality, though this was a matter which could not be sucessfully reduced to statistics. Christianity in Japan, he was inclined to think, had a great future before it. The spirit of Bushido, which was to sacrifice everything for one's lord and master, was an admirable soil in which to plant the seeds of Christianity. (Cheers.) It must be a very long time before the Japanese themselves would be able to take charge of a national Church. The greatest necessity of today was to increase the number of American and European missionaries there. Since he had taken up his residence in England he had been struck by the general ignorance here as to what missionary work really was. He heard of good people, charitable to their neighbours, maintaining the opinion that for Orientals such religions as they already possessed were good enough for them, which was as much as to say that there was no such thing as an absolute religion. He thought that was rather a pernicious doctrine. For those in that gathering there could only be one form of religion. (Cheers.) There was a very great need of more helpers in Japan, and there was always need of more contributions. In order to raise funds for St. Paul's Mission they had to resort to various expedients, such as sales of work and bazaars, and he suggested it would be better to give the money direct to the Society instead of giving it at the bazaars. (Laughter.)

The Rev. H. Mathews missionary at Pingyin, Shantung, North China, and Mr. H. H. Weir, of the Church of England Hospital at Chemulpo, Korea, gave interesting accounts of the growth of the missionary work in those countries.

THE HANKOW TEA MARKET.

The following is taken from the *N.C. Daily News*:—

Since the opening of the market on the 11th instant a fair inquiry has existed, but business cannot be said to be general, as so large a percentage of it is, for the time being, in the hands of two or three important Russian buyers.

Attention has been almost entirely directed to teas from the Keemen and Oanfa districts which afford good quality at comparatively reasonable prices. There is no stock whatever of these descriptions for no sooner are samples put upon the market than they are at once snapped up, and little will come to him who waits. Excellent value has been obtained in the former of these teas at Tls. 50 and 52 per piecul, roughly 1s. 2d. per lb., (Tls. 5 cheaper than last year) and in the latter up to Tls. 36 per piecul. Although several musters of Ningchows have been shown there is a reluctance to start an opening price, while the Oopacks are looked upon askance.

Shuntams and other low grade Oonahms are in evidence, but fail to elicit any offers of a nature acceptable to would-be sellers. As these and similar teas are not worth more than 4d. to 4½d. per lb. in London, or 9 to 10 cents in New York, and as the various Russian centres of distribution are said to be very heavily stocked, it would not seem reasonable to pay more than their equivalents in Hankow, say Tls. 10 and Tls. 12 per piecul. There are also very heavy stocks in America. President Taft has recently stated that the Tariff bill to be placed in his hands by June 2 is "One worthy of signature." If it should provide for the imposition of a tax on tea of 8 or 10 cents per lb. it will certainly be considered worthy of signature by the holders of the abnormal excess of 6,000,000 lb. of Congou shipped to that country from China last year. If tea is to remain upon the "free list" they and all who have speculated will have cause to charge their opinion. Anyhow it would be unwise to add to those stocks until it is definitely known whether the tax is "to be, or not to be."

Transactions comprise:

Keemuns at Tls.	40 and	62	per piecul.
(extra choice) Tls.	68	up.	
Kinkiang Packs at Tls.	20 and	25	"
Tongsams "	18 "	21	"
Yunglowtangs "	20 "	24	"
Oanfas "	26 "	36	"

As regards quality the Keemuns and Oanfas are, perhaps, slightly better in cup and infusion than last year, though not quite so attractive in leaf, which is accounted for by the dry, hot weather immediately antecedent to the picking. But after all, though one may be taken in by, one does not drink "appearances;" and once the water is on the leaf appearances do not count for much.

Tea-men admit to making profits of ten per cent on both these descriptions, but when it is remembered that this result is only arrived at by the native after the inclusion of every conceivable and inconceivable charge on first first, it is not hard to understand that there is a substantial reality in native profits quite foreign to foreign calculations. Throughout the length and breadth of Anhui and Hunan these satisfactory results are already known, and judging from the past and "old" custom teamen will make more tea this year than otherwise had been the case.—H. T. W.

SHANGHAI ELECTRIC AND ASBESTOS CO.

The annual meeting of the Shanghai Electric and Asbestos Co., Ltd., took place on the 25 inst in the Company's office No. 11. a Nanking Road. Mr. W. D. Little presided and the others present were Messrs. J. Frost, A. Hide, W. C. Murray, Directors; R. W. Mac Cabe, Secretary; O.L.Ibert, Thomas Weir, E. W. Clement, and H. Prowett.

The Chairman said:—

We recommend a dividend of 8 per cent., the same as last year. I regret, however, that you have had to wait for this instead of receiving a portion by way of interim dividend after the usual half yearly balance, as heretofore, but at that time we had a heavy overdraft with our Bankers. You will see from the account that at the end of the year we had worked to a credit; however, at the moment we are again overdrawn. The fact is with a growing business we want a little more working capital.

The company was started in 1903 with a capital of $100,000; on the 14th July, 1904 an extraordinary general meeting passed resolutions to the effect that, the capital be increased to $200,000 by the creation of 4,000 new shares but that only 1,000 of such shares be then issued, the remaining 3,000 to be issued and disposed of by the board f om time to time and upon such conditions as the Board in their discretion shall deem advisable. Our paid-up capital is now $125,000 we propose to issue as soon as the time is propitious a further 1,000 shares bringing the capital issued up to $150,000. The necessity of carrying considerable stock absorbs our funds. I referred to this position last year and trusted that we should be able to reduce the amount so locked up, but unfortunately that does not seem possible. For our stock you will observe is valued at a sum just slightly in excess of our capital. We recommend, placing $5,000 to reserve, bringing that account up to $15,000 and that certain amounts be written off various accounts as detailed in the report.

During the six years of the Company's existence to February 28, 1900.

We have paid away in dividends	$54,549.50
Bonus to Staff	7,000.00
Created a Reserve account of	15,000.00
A special Reserve for bad and doubtful debts of	5,500.00
And written off various accounts	22,329.45
	$104,378.95

which shows I think a satisfactory working. We had a set back in 1906 owing to the defalcations of the Secretary at that time. For the year ending 31st March, 1907, we had to pass our dividend but wrote off the whole of the last Secretary's defalcations and the expenses connected therewith, amounting to $7,757.46 and carried forward to the new account 2,326.98. We are now in new premises in a most suitable location for our business and with, I hope, a good year before us.

There were no questions asked and the first resolution, proposed by the Chairman and seconded by Mr. Murray, that the report and statement of accounts as printed be adopted, was put to the meeting and carried.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Tourane* left Singapore on the 31st inst., at 5 a.m. via Saigon, she is due here on Monday next at daylight and will leave on the same afternoon for Shanghai.

The C.N. Co.'s str. *Sungkiang* left Iloilo on the 30th inst., and is due here to-morrow.

The C.N. Co.'s str. *Singan* left Haiphong on the 30th inst., and is due here to-morrow.

The C.N. Co.'s str. *Linan* left Shanghai on the 30th inst., and is due here to-morrow.

SHAREHOLDER'S LIABILITIES.

INTERESTING QUESTIONS IN COMPANY LAW.

A correspondent writes to the Ceylon Observer as follows:—Could you or any of your readers kindly give some information on the following points? I have noticed recently that shareholders have in one case at least thrown up their part paid shares in a limited company in order to get rid of the obligation to pay up any further calls made in respect of those shares. I should like to know if the Ceylon Limited Companies Act allows this to be done; or is it done only by permission of the board of directors, who may think it useless or not worth while taking legal steps to secure payment of those calls? Also, in like manner, can a director of a limited company throw up—or sell his shares and resign, say, at a critical moment in order to get rid of responsibility incurred by the board he is a member of (i.e., by himself)? I ask this, as I gather from what I have heard said on this subject that it is considered by some both possible and permissible. I believe that in the U.K. a director is liable, for a number of years after he resigns, for his actions; and I do not think that either of the acts I have mentioned could take place there. But I should like to be informed through the medium of your valuable paper, as I reside where such information is not to be obtained. Hoping is is permissible to ask for information on the points raised.

To this our contemporary replies:—We have sought the opinion of the Hon. Mr. Arunachalam, registrar of joint stock companies in Ceylon, who is thoroughly intimate with the Ceylon law on the subject; and he courteously assures us that a member cannot by throwing up partly paid shares of a limited liability company get rid of his liability. Every present and past member is liable to contribute to the assets of the company up to the amount unpaid on his shares with the following (among other) qualifications:—

No past member is liable if he has ceased to be a member for a year before the winding up, nor is he liable for any debt contracted by the Company after he has ceased to be a member, nor unless present members are unable to satisfy the contributions required.

Much less can a director shuffle off his common law and statutory liability by resignation.

"HUMAN STUPIDITY."

INDICTMENT OF COLONIAL OFFICERS.

"It is no longer a battle against malaria. Malaria we know, we understand fully, we can beat down when we please. The battle which we are now fighting is against human stupidity."

This striking passage formed the climax to an extraordinary denunciation of officialism, made by Major Ronald Ross, in a lecture on "The Campaign against Malaria," delivered recently before the members of the Royal Institution.

Major Ronald Ross was one of the winners of the Nobel prize, and was formerly the first director of the initial school of tropical medicine at Liverpool.

"As a rule," he said, "Colonial Governments are far too careless in the selection of the men to whom they entrust the health of the public. At home no one may be the medical officer even of an English village without possessing a proper diploma, but in the Colonies it appears that any one is good enough to be the chief sanitary officer of a whole country.

"The most amazing appointments are often made, men of ability being passed over for self-seeking individuals. Reconstruction similar to that which revivified the Royal Army Medical Corps, is urgently demanded.

"Many a town could be kept clear of malaria for the amount, say, of the salary of a single European official, and I estimate that a sixth of the medical and sanitary budget should generally suffice to reduce a disease which often causes half the sickness.

"Festering pools, which might have been cleared years ago for a few shillings or pounds, are left in the heart of important towns to poison all around them.

"I think that not one of those young men who have pioneered this important work in the field has ever received thanks for his labours. On the other hand, I know of several who have been actually punished for it.

"An example which I am free to mention is that of my brother, Mr. H. C. Ross, who was driven from the Egyptian Sanitary Service, out of spite and jealousy, simply because he undertook such work."

THOUGHT READING WITHOUT A CODE.

REMARKABLE PERFORMANCES.

A really remarkable exhibition of telepathy was given recently at the Palace Theatre London before an audience consisting exclusively of journalists, and so mystified—and so delighted—was everybody, that Mr. Alfred Butt, the manager, immediately secured the artist, Signor Ernesto Bellini, for an engagement.

As Signor Bellini has no assistants it follows that he has no code. He asks a stranger to arrange some trick with two other persons. He then grips the stranger's left hand, having previously urged him to think of what has been arranged between the second and third individuals, and after a few moments he carries out the wishes of these persons. Several of the tasks he was set were exceedingly difficult, but all were carried out successfully

One journalist present was selected as the first medium, and through his agency Signor ellini picked half-a-dozen nuts from one gentleman's pocket, distributed them among the spectators, collected them, and replaced them in the pocket of the owner. In fulfilment of another wish he took a rose from a man's button-hole and placed it in the hat of a lady seated some distance away. Then two ladies were led on to the stage and asked to dance. Through another medium Signor Bellini discovered one gentleman in the stalls whom a friend had quietly suggested should go on the stage and have his boots taken off.

Needless to say when this merry-making started there were many imitators. One went so far as to suggest to the medium that Signor Bellini should seize the manager's silk hat and place it on the head of a member of the audience and this was duly effected, amid loud laughter. There can be no doubt about the genuineness of this amazing performance, for all the members of the audience were known to each other but strangers to Signor Bellini.

A WHITE TIGER.

Probably very few sportsmen have come across a white tiger, and the following note, therefore, will be of interest. Recently, a white tigress, 8 feet 8 inches in length (tail included), was shot in the Murhi Sub-Division Forest of the Dhenkanal State, Orissa, India.

The specimen was a good one. The ground colour was pure white, and the stripes were of a deep reddish black colonr. The white colour appeared to be natural, as the tigress was in good condition and showed no sign of disease. The skin has been presented to the Raja of Dhenkanal as a curiosity. It is being mounted and will be kept in the Palace drawing room. The animal was shot over a buffalo kill. The shikaries of this country say that it is the only white tiger they have seen.

ROYAL PRINCE FOR INDIA.

PROPOSAL TO TRAIN A PERMANENT VICEROY.

The Calcutta correspondent of the London *Daily Express* says:—

I am able to state on the best authority that the British Government is seriously considering the question of recommending that one of the younger sons of the Prince of Wales be trained to represent the Royal Family in India.

This important change, which would of course, necessitate an alteration in the Constitution, would, it is believed, have an excellent influence on native sentiment in India.

Caste is the paramount consideration here, and natives of all classes would appreciate the appointment of a royal Prince—and the son of the future King-Emperor—to preside over the destinies of their country. He could not fail to exercise an influence much more powerful than that of the most popular Viceroy selected in the usual way.

In the event of a son of the Prince of Wales being selected as Viceroy he would receive special instruction in Indian history, literature, economics, and languages. In fact, he would be trained for some years as thoroughly and carefully as any heir-apparent who is being prepared to succeed his father on the throne.

REGAL MAGNIFICENCE.

The Prince would, of course, maintain a royal Court in great magnificence. He would be relieved of political responsibility, much as the Constitutional monarch of Great Britain is, in respect of Imperial affairs.

Meanwhile the question of the appointment of Lord Minto's successor to the Viceroyalty is anxiously discussed in official circles here.

The first favourite for the post is the Earl of Selborne, the present High Commissioner in South Africa, who went there with the full approval of the present home Government, to whom he has rendered loyal service.

Lord Dudley, the Governor-General of Australia, and Lord Carrington are both mentioned. In the case of Lord Carrington, however, his health is understood to have been far from satisfactory lately.

In some quarters Lord Grey is regarded as a possible successor to Lord Minto in consequence of his remarkable success in Canada.

The Duke of Connaught has been mentioned in connection with the post, and it is known that in high quarters his name was favourably considered for the post of Commander-in-Chief some time ago, but the incessant question of precedence between the representative of the Sovereign and a resident royal prince was thought to be insuperable.

CHINA AND TIBET.

TROOPS POURING IN.

In connection with the sending of well-drilled troops into Tibet by China, mentioned in the *Times* it is stated that this confirms the news which has reached India direct regarding the pouring of troops into Tibet. There is new a large garrison in Lassa while a number of outposts have been occupied. Sven Hedin noted that one post had been placed well towards Nepal and Chinese regular soldiers are in evidence all along the southern Tibetan frontier in the eastern part of the country, where the most warlike tribes are found. The Peking Government have taken precautions to guard against any revolt. The whole of Tibet in fact has now been brought under control and the display of military force cannot but have impressed the people with a sense of their helplessness. China is effectively carrying out her policy of making Tibet an ordinary province of the Empire and the semi-independence enjoyed by the Lamas before the Younghusband Mission has now passed away. It is not yet known whether the Dalai Lama has reached Lhassa, but his return can make no difference in the political position as he is now a mere creature of the Peking Government.

It remains to be seen whether the Chinese will adopt an aggressive policy on the long stretch of frontier which marches with States under British influence. There have already been rumours of intrigues by their local officers in the direction of Bhutan and Sikkim, and it will be necessary to check these if they become too pronounced.—*Calcutta Englishman.*

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NOTICE.

MR. J. F. EÇA DA SILVA is no longer connected with our Canton Branch, and the authority given him to Sign our Firm per Procuration there has been withdrawn.
CRUZ, BASTO & Co.
Hongkong, 25th May, 1909. [780

NOTICE.

THE MANAGER OF KENNEDY'S STABLE begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Undersigned.

G. W. GEGG,
Manager,
Kennedy's Stables.
Hongkong, 5th May, 1909. [705

IN THE MATTER of the estate of CARRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date.

Dated this 17th day of May, 1909.
OTTO KONG SING,
Solicitor for the Official Administrator,
No. 12, Queen's Road, Central,
746] Hongkong.

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.
Apply— "K."
Care of The Yokohama Specie Bank, Ld.
Hongkong, 28th May, 1909. [795

MONEY TO LEND.

$150,000 to invest on Mortgage: Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to
"X."
Care of "Daily Press" Office.
Hongkong, 20th May, 1909. [537

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48

DON'T DELAY!

JUST UNPACKED;
INDIAN LONGCLOTH,
" NAINSOOK,
" LINEN,
" MADAPOLAM,
" MUSLIN,
PERSIAN LAWN.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central,
Hongkong.
Hongkong, 1st June, 1909. [41

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.
PRICE: $1 Cash.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Outhouse. Fine View of the Harbour. Possession from 1st July, 1909.
Apply to—
F. X. D'ALMADA E CASTRO,
33, Queen's Road Central.
Hongkong, 20th May, 1909. [753

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE.

OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B., Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [97

TO LET.

NO. 2, OLD BAILEY. Immediate Possession.
Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 8th May, 1909. [717

TO LET.

~~NO. 34, QUEEN'S ROAD CENTRAL~~ (Shop). Opposite the Post Office.

No. 1A, WYNDHAM STREET (suitable for Office and Godown).

No. 2A, D'AGUILAR STREET (suitable for Office and Godown).

All of which were lately occupied by Weismann Ltd. For Particulars, etc.
Apply to— YEE SANG FAT & Co.,
34, Queen's Road Central
Hongkong, 19th March, 1909. [489

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [98

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak Unfurnished from 1st May, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELILIOS TERRACE HOUSES, ROBINSON ROAD.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 28th May, 1909. [100

TO LET.

UNFURNISHED — Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.
Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central.
Hongkong, 23rd February, 1909. [213

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.
Apply—
MESSRS. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909. [807

TO LET.

FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st June, 1909. [547

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909. [518

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—
GEO. PENWICK & Co., LTD.
Hongkong, 8th June, 1906. [96

TO LET

TO LET.

LARGE OFFICE ROOM, on 2ND FLOOR of Prince's Building.
Moderate Rent.
Apply to— "C."
Care of "Daily Press" Office.
Hongkong, 5th May, 1909. [706

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 1st May, 1909. [553

TO LET.

CONDUIT ROAD LEVEL. A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the first of June. For particulars address— "ALPHA,"
Care of "Daily Press" Office.
Hongkong, 14th May, 1909. [50

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.
Apply—
T. B. L.,
Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 3rd March, 1909. [399

TO LET—FURNISHED.

FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.

NO. 7, MACDONNELL ROAD. Equipped with Electric Light and Ceiling Fans.
Apply to—
HERBERT W. LOOKER,
1, Des Vœux Road Central.
Hongkong, 26th May, 1909. [782

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.
Apply to— KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 5, Godown on the Spot.
Hongkong, 28th May, 1909. [797

MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK,"
A.1, A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	96½ "
Width of Entrance on Bottom	88½ "
Water on Blocks at Spring Tide	34½ "
DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	6½ "
DOCK No. 2.	
Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "China."
From Calcutta, ex s.s. "Borneo."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 2nd June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 26th May, 1909. [1

NOTICES TO CONSIGNEES

S.S. "SYDNEY,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc" from Havre ex s.s. "Medoc" from Bordeaux ex s.s. "Ville de Lorient" and "Ville de Constantine" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 25th May, 1909. [2

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, will be subject to rent.

All Claims against the Steamer must be presented to the the Undersigned or before the 7th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1909. [785

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"KAWACHI MARU,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk is the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 27th May, 1909. [803

FROM EUROPE.

THE H.A.L. Steamship
"ISTRIA"
Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th May, 1909. [804

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point. Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

All Claims must reach us before the 8th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 29th May, 1909. [5

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT, DEUTSCHE BANK, S. BLEICHROEDER, BERLINER HANDELS-GESELLSCHAFT, BANK FUER HANDEL UND INDUSTRIE, ROBERT WARSCHAUER & Co., MENDELSSOHN & Co. — Berlin.
M. A. VON ROTHSCHILD & SOEHNE, JACOB S. H. STERN — Frankfurt a M.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg.
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [24

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... 4 per cent.
For 6 " ... 3½ per cent.
For 3 " ... 2½ per cent.

EVAN ORMISTON,
Manager.
Hongkong, 27th April, 1909. [23

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP	Yen 24,000,000
RESERVE FUND	" 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chefoo	Tientsin	Peking
Newchwang	Dalny	Port Arthur
Antung	Liaoyang	Mukden
Tieling	Chiang Chun	

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% "
" " " " 3 " 3% "

TAKEO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [455

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,575,000
RESERVE LIABILITIES OF PROPRIETORS	£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3½ "
for 3 " 2½ "

WM. DICKSON,
Manager.
Hongkong, 6th April, 1909. [121

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84
(about £479,407

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota-Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
" do. 6 do. 4% do.
" do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent,
Hongkong, 16th July, 1908. [25

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP	Gold $3,250,000. = about Mex. $7,222,222
RESERVE FUND	Gold $3,250,000 = about Mex. $7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [643

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING £1,500,000 at 2/-=$15,000,000	
SILVER	$14,500,000
	$29,500,000
RESERVE LIABILITY OF PROP'TORS	$15,000,000

COURT OF DIRECTORS.
Hon. Mr. W. J. GRESSON—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
J. W. Bandow, Esq. | E. Shellim, Esq.
E. G. Barrett, Esq. | R. Shewan, Esq.
C. S. Gubbay, Esq. | H. A. Siebs, Esq.
W. Helms, Esq. | Hon. Mr. H. A. W. Slade
C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 19th May, 1909. [20

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863.

Authorised Capital	Fl. 15,000,000 (£1,250,000)
Subscribed Capital	Fl. 10,000,000 (Paid up)
Reserve Fund	Fl. 2,200,517.37 (£183,376)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRINGH, Manager,
No. 16, Des Vœux Road Central.
Hongkong, 3rd November, 1908. [26

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ..... Yen 5,000,000
Reserve Fund ..... Yen 1,320,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kobe	Tainan
Anping	Nagasaki	Tamsui
Foochow	Osaka	Tokyo
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.
Hongkong, 11th March, 1909. [694

ON SALE.

MAIL TABLES
FOR 1909.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper ... 20 "

On Sale at the *Hongkong Daily Press* Office.

SCIENTIFIC MISCELLANY.

PASSING OF ANOTHER ILLUSION—ANTS IN THE GEOLOGICAL SURVEY—ALL IN THE DOSE—A SANITARY DISTRIBUTING CAN—CRACKS IN THE AIR—ANTI-SCALE ELECTRIFICATION—THE FLUID TELESCOPE-MIRROR—FREIGHT AIRSHIP—SAWING WITH PAPER—WING PUSH PER HORSE-POWER—A KITE-FLYING REGULATOR.

The general belief that when one or more senses are lacking the others become more acute has been shown to be an error by M. Kunz, director of the Institution for the Blind at Mulhausen, Germany. Comparison of the blind with pupils of the same age in the public schools gave quite surprising results. There was no difference between the seeing and the blind in perceiving the direction of sound, no material difference in the distance at which sounds could be heard, but the seeing had greater acuteness of smell, and a finer perception of touch as tested by the minimum distance at which two points could be distinguished as separate. The average blind, therefore, not only lack a sense but have other senses less acute than the seeing. The necessities of the blind compel them to heed slight impressions of touch and other sensations that are usually neglected by others, and this may account—in part at least,—for the mysterious way in which they avoid obstacles.

Localities in Wyoming abound in teeth and bones of fossil fish, crocodiles, lizards, etc., and paleontologists of the Geological Survey have lately discovered that these small fossil bones—not easily found when scattered in the soil—are quite numerous among the small stones that a certain species of ant has collected in great quantities in its nest-building. On sifting these stones the fossil-hunter separates out a good supply of fish-scales, jaws, vertebrae, etc., with very little trouble. An enterprising collector even transplanted some of the ants to an antless region some miles away, and the next year he was rewarded by finding that they had built hills, in each of which they had gathered 30 or 40 teeth, etc.

Two kinds of action on plants and animals have been shown by X. rays. The concentrated rays have a destructive or paralyzing effect, but in small and oft-repeated doses they stimulate the tissues to abnormal activity and increased growth. The large doses have given rise to 11 cases of cancer in X. ray workers in England.

A pneumatic milk can is a novel device to ensure that milk reaches the consumer in the condition that it leaves the dairy. The can is filled, compressed air previously sterilized is pumped into it, and the cover is locked. On opening a value the milk is forced out as desired by the pressure of the confined air. Dust and insects cannot enter, and it is impossible to change or adulterate the contents of the can without breaking the lock and removing the cover.

Lightning is a huge electric spark following cracks in the atmosphere, is the interesting theory of Prof. A. W. Porter, an English physicist. It does not take the well-defined zigzag course in which it has been so often pictured, and its actual irregular path suggests that the air must be cracked by a blow of sufficient sharpness, like that from a powerful electrical discharge. Though cobblers' wax, like the air, is an unlikely thing to crack, it splits easily under a sudden blow.

Boiler scale is prevented, in the process of F. A. Lart, an English experimenter, by simply passing through the working boiler the moderate current of any ordinary dry or wet electro-chemical primary battery. The current hastens the deposition of solids in mechanical suspension, and the precipitation of those in chemical solution, and the resulting mud contains only loose particles of the lime, magnesia or other impurities from the water. Tests are suggested to determine the working value of this process.

The mercury telescope used last summer by Prof. R. W. Wood of Baltimore is a 20-inch basin of mercury that on being rotated by a motor becomes a concave mirror of variable focus. A disadvantage is that the mirror must be kept horizontal. When the irregularities of running have been overcome so as to give the necessary steadiness, it is hoped to have a mirror 10 or 20 feet in diameter constructed for some southern station, where it can be used for photographing details of the planets as they pass directly overhead.

The freight airship of Prof. Schuette of Danzig, Prussia, is to be 310 feet long and 50 in diameter, with a skeleton of wood, and a car 120 by 12½ feet. Two gas engines of 150 horse-power each are expected to give a speed of 50 miles an hour, carrying a cargo of two tons or more, besides crew.

Centrifugal force is the active agent in some interesting phenomena, such as keeping a bicycle upright, causing a top to return to a certain position after being disturbed, and giving to a soft iron disc the rotatory tension that enables it to cut through heavy armor plate. A disc of cardboard revolved rapidly in a lathe behaves like sheet metal. A report of German experiments states that the cardboard can no longer be bent, and if struck with a hammer it emits a sound like that from bronze. Even paper acquires quite unusual properties. An 8 inch disc of good paper, perfectly circular, was placed on the shaft of an electric motor, and when rotated at the motor's highest speed it easily sawed through cigar-box wood. Centrifugal force may give many other curious effects. For example, a small chain may be fitted as a closed ring on a rotating drum in such a way that it can be slipped off when the drum reaches its highest speed, and the chain will then roll on a table like a solid ring and bounce up like a hoop on striking the ground.

Flapping wings have been tested in a small model by the Aeronautical Society of Great Britain. It was shown, R. F. Moore claims, that a horizontal thrust of 20 to 27 pounds can be obtained, a result far in excess of the 6 to 7 pounds given by the propeller of Wilbur Wright. In the view of Mr. Moore, a true flier, with the flapping wings of nature, would be far superior to any "power kite" or "power gas-bag" for travelling in the air. It would be more independent of the weather conditions; more self-contained and capable of high speed. A demonstration is promised when the full-sized machine can be provided.

A kite station, with facilities for daily ascents of kites or balloons under almost all weather conditions is the scientific novelty of the German Government on Lake Constance. A vessel of 350 horse-power, capable of 19 knots, provides the means for making the ascents. To make a light wind effective, the vessel is run against it; and when a gale is blowing the force on the kite is reduced to safe working by running with the wind. The observations made are telegraphed daily to the chief forecasting offices.

DRILL BEFORE WORK.

TRAINING SCHEME FOR TERRITORIALS.

The time-table for clerks serving as Territorials in the Victoria Rifles, according to a new scheme which is to be tried this year for a week in camp, is as follows:—

Reveille	5 a.m.
Parade	5.45 a.m.
Musketry or drill	6 a.m.
Breakfast	7.30 a.m.
Train to town	8.0 a.m.
(After breakfast the men go to their work, returning at night.)	
Supper	from 8 onward.
First post	9.30 p.m.
Last post	10.30 p.m.
Lights out	10.45 p.m.

The drill season of 1909 will be remarkable for some genuine experiments in utilising such spare time as Territorials can give for extra training. As already detailed metropolitan corps are to have a week-end divisional camp, but, in addition to this, a notable innovation, is the one referred to above, which is to be regimentally tried by the Queen Victoria's Rifles (numerically the 9th Battalion County of London Regiment).

This famous battalion was on May 6 to open for the season a camp at Stanmore, in Middlesex, where, in turn, the eight companies of the corps—the old Victorias and Bloomsburys amalgamated—will be quartered for a week each. The training is to be done in the early hours of the morning, and after breakfast the men will depart for London to follow their ordinary avocations, the majority being clerks and men who commence work about nine a.m. After business hours the men will return to the camp and discipline at Stanmore, ready for the next day's sunrise parade. By this means the men will have two hours' training before breakfast and a week's camp routine.

Colonel Tanquery, the commanding officer, has appointed Captain S. V. Shea to be camp commandant, with Lieutenant R. W. Cox as acting adjutant and Sergeant F. F. H. Trask for quartermaster's store duties. The men will fire their annual course of musketry during their week's stay, and will also put in a number of efficiency drills. E. Company will commence this interesting experiment by assembling at Stanmore after working hours on May 6, and D. Company will finish the test on June 30.

The week's camp will cost each man 12s. 6d. Breakfast will be fixed at 1s., luncheon (if required) at 1s., tea 6d., supper 1s., and dinner on Sunday 1s. 6d. The men will catch the eight o'clock train each day, arriving at Euston in 40 minutes and Broad-street in 50 minutes; or the nine o'clock train, taking 40 and 30 minutes respectively.

THE MISSING LINK.

OLDEST HUMAN REMAINS FOUND NEAR HIEDELBERG.

The discovery of the complete skeleton of a man of the Neanderthal type in the caves at Chapelle-aux-Saints, in the Dordogone, has excited considerable interest among anthropologists, but now an even more important discovery has been made by a German scholar of remains undoubtedly human, which far exceed in antiquity any hitherto discovered.

For more than twenty years Mr. Scholensack has been engaged in the careful exploration of some large sand quarries about ten miles from Hiedelberg, in the hopes of finding human fossil remains. The long work has at last met with its reward. The place where the find was made is a large sandpit which passes through many geological strata, and at the depth of 78ft. the explorer was rewarded by the discovery of a perfect specimen of a human lower jaw in excellent preservation.

After passing through several strata the explorer came to one which from the number of boulders deposited clearly belonged to the glacial period. Below this was a bed of conglomerate, composed of round stones bedded in chalk, and in this was discovered, but a few feet from the base rock, the jaw in question—a remarkably well-preserved specimen.

A careful exploration of the strata revealed many remains of fauna contemporary with the man's presence. The stag (Cervus elephans), the cave bear, and the beaver, but no trace of the mammoth; but in place of this were found bones of the Elephans antiquus, as well as the remains of the rhinoceros and the horse, and many skulls. These deposits show that the strata was similar to that of the pre-glacial bed of Norfolk. The deposit lay then clearly between the pliocene and the lower quarternary ages. Here the human remains were discovered.

The teeth are complete, but the jaw presents many marked differences from other specimens hitherto found. In the first place, it has a marked resemblance to the jaw of a gorilla, and the terminal bones are more than twice as large as those of the modern European. The general body of the specimen is shorter than that of a gorilla, but the bones have an abnormal thickness. On the contrary, the teeth are in no way larger than those of a human being, and are absolutely in accordance with the human type.

The discoverer and those who have examined it regard it chiefly on account of the marked human dentition as the remains of a distinct species of human beings, a fore-runner of the true genus homo and it has been assigned the name of the "Homo Hiedelbergiensis." It is regarded as a link between the anthropoids and man.

It is manifestly pre-glacial, and is undoubtedly the oldest remains of man yet discovered.

FASHIONS AND FANCIES.

NOTHING TO WEAR.

This is the time of year when we look despairingly at the pegs in our wardrobes and the depressing things that hang on them, coming to the conclusion that we have positively nothing to wear. Winter clothes are impossible in this radiant spring sunshine. Summer garb is too thin, and demi-season gowns are wrong in the sleeves, or the waist is in last year's position, an inch or so too high. Short skirts, built last autumn, are not nearly short enough, now that the correct length shows the instep betraying its secret of the aristocratic arch or plebeian flatness. Even the rather smart blue serge acquired in Paris in November has the wrong line at the back. Fashion changes desperately quickly nowadays, and still justifies the man who, having bought his wife a new hat, ran the whole way home with it lest the fashion should have changed before he got there.

THE PROBLEM SOLVED FOR SOME.

It is easy for the full-pursed to solve the problem. All they have to do is to sally forth and secure something up-to-date from their favourite tailor or milliner, probably both. Their only difficulty is that of choice, and that is greatly helped by the sound advice of the sartorial professors. They select a model to be copied for a tailor-made and choose the material. A racing coat is discussed in the same way; and a visit to the pet modiste results in the acquisition of a cool costume for mornings, a more elaborate one for afternoons and a ceremonious one for weddings and at homes.

BUT THEN THE OTHERS?

However, it is not everybody who has a well-filled purse, especially at this season of year, when fathers and husbands have just emerged from the tax paying quarter with anæmic balances at the bank. And how is the problem to be solved without that very agreeable possession, ready cash? It is managed by thousands and thousands of well-turned-out Englishwomen by the simple expedient of employing a home-dressmaker for a fortnight or three weeks, and placing in review before her the contents of the wardrobe, after having ascertained that her views on sleeves and waists, coats and skirts, are thoroughly up-to-date. True, the spare room will be a chaos of clothes during her stay, and the whole house will be strewn with pins and snippings, but as each gown emerges, renewed in youth and immaculately up-to-date, the owner says to herself triumphantly: "Something to wear at last!"

SOME FULLER SKIRTS.

Until the last week or two skirts were so skimpy and tight that there was some danger of a return to the ugly tie-backs of some fifteen years ago. But it is good news that a decided fulness has been decreed for skirts in such materials as foulard, crepe-de-Chine, shantung, tussore, ninon, voile, and the exquisite silk cashmere, one of the most perfect draping textures ever woven. Though the skirts fit closely on the hips, the fulness is considerable in the long polonaises and square-cut tunics which are also a revival of a half-forgotten mode. A Nattier blue foulard with a white bloom upon it in the high lights is made with a semi-panier drapery which falls in a deep point at the back, the folds above the point held by a large rosette of the material itself. The skirt below is very full and long all round.

THE WOODEN ARMS.

The new sleeves are sufficiently full to take away the stick-like look of the arms in the very tight ones that made them look like jointed wood. A pretty frock in another new material, poplin tussore, has sleeves fully gathered, but yet fully defining the arms, though allowing the undersleeves to appear for two or three inches on the shoulder. The front is not at all the deep scoop to which the Directoire gown accustomed us, but forms a much more natural line. Generally made of very fine net, tucked perpendicularly, it comes to the waist, and is defined by the pointed line of the dress from mid-shoulder to waist. The poplin tussore in question has the white front cut in this way, and just about the waist appears the daintiest possible little waistcoat, three or four inches high, in black satin with buttons imitated in red leather from holly berries. The collar is in the satin, and is finished with the leather berries in the same way.

STUDIES IN HARMONY.

It is by no means uncommon for a gown to be made to match a jewel or suited to the eyes and hair of the prospective wearer. Some of the pretty ladies who attend Mr. de Herter's concerts are said to have devised some charming gowns to harmonise with the unique and beautiful room in which they are given, the Persian hall built from the designs and under the direction of M. Dieulafoy, who excavated the ruins of Susa. The room is an exact reproduction to scale of the court of the garden of the King's palace mentioned in the Book of Esther, not only in form but in colour. Walls and pillars are tiled in pale tones of greenish-blue. How a true artist in dress would revel in the task of composing a charming toilette that would convey the idea of romantic ancient Persia combined with the exquisite music of the old Valentinus violin (Venetian school) on which Mr. de Herter is to interpret among other compositions the beautiful and seldom heard Seventh Sonata of Beethoven. What an ideal gown it would be!

THE HEADGEAR OF THE HOUR.

As to millinery, one must either choose one of the aberrations of the moment, or be quite out of it. The hats look very mad in the showrooms, and madder still on some heads. Still, there are degrees of eccentricity, and the purchaser may compromise by selecting a hat in the new chrysanthemum straw (looking like the petals of the flower very closely massed together, but often black or brown), which does not come down so far over the face as to cover both eyes! "Might as well have no hair at all!" grumbled the owner of a lovely chestnut chevelure, surveying her reflection in a hat shaped like a small zinc wash-tub, which completely hid the hair in front, at the back and on the right side, and formed an oblique line which kindly permitted one eye to guide the wearer in walking. "The right side?" someone will surely query. Yes! The trimmings are all at the right side now. It is like an "over" in cricket. But there is a good reason for the change over in the game, and there is none at all for that on the hats.

THE DUCHESS OF DANTZIG HAT.

This is the most powerful rival of the Merry Widow hat. Its dimensions are less portentous than those of the latter, and the shape is very becoming. In black with a broad band of sapphire velvet and a cabochon (the new name for chou), also in the velvet, it is very smart. From the cabochon there starts, on some of these hats, a group of the new feathers cut down almost to the very stems; a very curious adornment.—X, and Z. in the *Globe*.

NOTICE TO KOWLOON RESIDENTS

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SHIPPING IN PORT.

STEAMERS.

ASIA, British str., 5,432, H. Caukreger, 23rd May—San Francisco 24th April & Shanghai 20th May, Mails and General—P. M. S. S. Co.

ATLANTIS, American str., 1,490, Eridza, 26th May—Manila 23rd May, Sugar—Barretto & Co.

CATHERINE APCAR, British str., 1,730, G. F. Hudson, 29th May—Calcutta and Straits 13th May, General—D. Sassoon & Co.

CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.

CHEONGSHING, British str., 1,265, V. McLiddel, 25th May—Chefoo 20th May, General—Jardine, Matheson & Co.

CHINHUA, British str., 1,348, A. Harris, 30th May—Shanghai 27th May, General—Butterfield & Swire

CHIYUEN, Chinese str., 1,177, C. Stewart, 26th May—Shanghai 26th May, General—C. M. S. N. Co.

CHOSHUN MARU, Japanese str., 1,303, T. Suruga, 30th May—Shanghai 23rd May, General—Osaka Shosen Kaisha.

CHOYSANG, British str., 1,424, A. E. Sandback, 30th May—Shanghai & Swatow 25th May, General—Jardine, Matheson & Co.

CHUNSANG, British str., 1,418, W. E. Sawer, 22nd May—Wuhu and Chinkiang 18th May, General—Jardine, Matheson & Co.

FAUSANG, British str., 1,410, S. Malkin, 30th May—Saigon 25th May, Rice, Meal and General—Wo Fat Sing.

FRITHJOF, Norwegian str., 891 Andersen, 29th May — Newchwang 21st May, Beans—Angaard Thoresen & Co.

GERMANIA, German str., 1,74 , C. Jurgensen, 25th May—Chefoo 19th May, General—Jebsen & Co.

GLENLOGAN, British str., 3,809, McGregor, 21st May—Foochow 19th May, General—McGregor, Bros. & Gow.

GREGORY APCAR, British str., 2,961, S. H. Belson, 27th May—Yokohama, Kobe and Moji 22nd May, Coal and General—David Sassoon & Co.

HAICHING, British str., 1,234, W. C. Passmore, 30th May—Foochow and Swatow 29th May, General—Douglas, Lapraik & Co.

HALVARD, Norwegian str., 1,066, R. Ronneberg, 22nd May—Moji 16th May, Coal—Aagaard, Thoresen & Co.

HANYANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.

HEIM, Norwegian str., 758, A. Ericksen, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.

HOLSTEIN, German str., 1,103, P. Heng, 25th May—Hoilo 20th May, Sugar—Jebsen & Co.

HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Toyo Kisen Kaisha.

HUICHOW, British str., 1,217, E. Forsyth, 29th May—Tientsin and Swatow 28th May, General—Butterfield & Swire.

KAIFONG, British str., 987, C. Lindbergh, 28th May—Cebu and Hoilo 24th May, General—Butterfield & Swire.

KALGAN, British str., 1,143, Lewis, 26th May—Chinkiang 21st May, Rice—Butterfield & Swire.

KOHSICHANG, German str., 1,292, Resafsky, 21st May—Bangkok 13th May, Rice—Butterfield & Swire.

LANDRAT SCHEIFF, German str., 2,600, Struwe, 30th May—Chinkiang 26th May, Rice—Siemssen & Co.

LOOSOK, German str., 1,020, P. Wittstock, 24th May—Bangkok 15th May, Rice—Butterfield & Swire.

LYSHOLT, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-Amerika Linie.

MACHEW, German str., 996, R. T. Fillner, 28th May—Bangkok 20th and Swatow 27th May—Norddeutscher Lloyd.

MEEFOO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.

MONTROSE, British str., 2,886, R. Glegg, 22nd May—Moji 16th May, Coal—Dodwell & Co.

MOYORI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.

MOYUNE, British str., 3,211, J. Allenh, 30th May—Shanghai 27th May, General—Butterfield & Swire.

NANSHAN, American str., 1,517, Carter, 29th May—Cavite 26th May, Coal—Admiralty.

NIPPON, Swedish str., 4,016, C. A. Paulson, 18th May—Singapore 12th May, General—Melchers & Co.

OLDENBURG, German str., 3,166, H. Rehm, 30th May—Bremen 24th April & Colombo 20th May—Melchers & Co.

ONSANG, British str., 1,787, E. S. Woolley, 9th May—Hongay 6th May, Coal and Cement—Jardine, Matheson & Co.

QUINTA, German str., 987, T. Frahm, 23rd May—Wuhu 18th May, Rice—Siemssen & Co.

RAJABURI, German str., 1,189, H. Bremer, 18th May—Bangkok 13th May, Rice—Butterfield & Swire.

RAJAH, German str., 2,500, H. E. Reher, 28th May—Bangkok 2nd May, Rice—Chinese.

SCANDIA, German str., 3,089, V. Duhven, 29th April—Singapore 21st April, General—Hamburg-Amerika Linie.

SHANTUNG, British str., 1,835, Robinson, 24th April—Hongay Coal—Butterfield & Swire.

SHIBETORO MARU, Japanese str., 3,376, S. Atsumi, 27th May—Miike 22nd May, Coal—Osaka Shosen Kaisha.

SUIMOW, German str., 1,112, E. Anders, 15th May—Wuhu 11th May, General—Hamburg-Amerika Linie.

SUMATRA, German str., 520, C. Wanco, 22nd May—New Guinea 30th April, General—Melchers & Co.

SUVERIC, British str., 4,011, Shotton, 18th May—Manila 15th May, Hemp and Flour—Dodwell & Co.

TEAN, British str., 1,346, A. W. Outerbridge, 28th May—Manila 25th May, General—Butterfield & Swire.

THORDIS, Norwegian str., 1,091, Jorjensen 29th May—Bangkok via Swatow 21st May, Rice—Kin Tay Lung.

TOSA MARU, Japanese str., 3,6 0, T. Harrison, 30th May—Yokohama and Shanghai 27th May, General and Coal—Nippon Yusen Kaisha.

TRIGONIA, Dutch str., 1,070, G. Hulcher, 30th May—Foochow 28th May, Ballast—Asiatic Petroleum & Co.

YATSHING, British str., 1,424, M. Courtney, 29th May—Chingwantao and Shanghai 26th May, Coal—Jardine, Matheson & Co.

Y. SONTUA, American str., 585, Gaiarehen, 13th April—Manila 10th April, Sugar—Chinese.

SAILING VESSELS.

ALCIDES, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344, Sembill, 31st May—Sandakan 25th May, Timber—Melchers & Co.

CHIHLI, British str., 1,103, J. Warrack, 30th May—Hongay & Hoihow 29th May, Coal—Butterfield & Swire.

FRI, Norwegian str., 860, C. Wagle, 31st May—Haiphong and Hoihow 29th May, Rice—Jaguard, Thoresen & Co.

KIANG PING, Chinese str., 1,222, H. Udden, 30th May—Chinkiang 25th May, General—Tung Kee & Co.

KITANO MARU, Japanese str., 5,277, F. E. Cope, 31st May—Shanghai 28th May, General—Nippon Yusen Kaisha.

MERAPI, Dutch str., 1,597, E. Uldall, 31st May—Java via Singapore 24th May, Sugar—Chinese.

YUENSANG, British str., 1,128, P. H. Rolfe, 31st May—Manila 28th May, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,625, Rodger, 31st May—Manila 29th May, General—Shewan, Tomes & Co.

DEPARTURES.

30th May.

ELSEZUM BACH, German str., for Auganers.

HUICHOW, British str., for Canton.

KIANG PING, Chinese str., for Canton.

TRIUMPH, German str., Fanrang Bay.

VICTORIA, Swedish str., for Haiphong.

31st May.

PHRANANG, German str., for Swatow.

SHIPPING REPORTS.

The British str. *Yuensang* reports: Moderate to strong N.E. winds.

The Dutch str. *Merapi* reports: Fine weather Southerly light winds and calm sea till South of Paracels, afterwards till Hongkong strong N.W. and N.Easterly winds with high sea and continously rain.

VESSELS IN DOCK.

May 31st.

ABERDEEN DOCK.—

KOWLOON DOCK.—*Heim, Onsang, Sumatra, Loyal, Halvard.*

COSMOPOLITAN DOCK.—*Asia.*

TAIKOO DOCK—*Maple Leaf, Chenan, Tsan.*

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Hongkong, 31st May, 1909. [789

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Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the B.M.S. "PERSIA" due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
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Hongkong, 31st May, 1909. [1

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To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 8th July.
BREMEN HAMBURG & ROTTERDAM, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 17th inst.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.		HAMBURG-AMERIKA LINIE	On 10th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—		MELCHERS & Co.	About 8th inst.
MARSEILLES, &c., VIA PORTS OF CALL	POLYNESIEN	Fr. str.	—	Broc	MESSAGERIES MARITIMES	On 8th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th inst., at D'light
MARSEILLES, LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & CO., LD.	About 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	Geo. Andersons	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Dehren	HAMBURG-AMERIKA LINIE	On 1st July.
MARSEILLES, HAVRE & HAMBURG &c.	SILVIA	Ger. str.	k.w.	Porzelius	HAMBURG-AMERIKA LINIE	On 2nd July.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. F. Cope	NIPPON YUSEN KAISHA	About 2nd inst.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	To-day, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	To-morrow, at Noon.
NEW YORK	WOGLINDE	Ger. str.	—	Mohr	CARLOWITZ & Co.	About 7th inst.
NEW YORK	PATHAN	Brit. str.	—		DODWELL & Co., LD.	On 22nd inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str.	—		DODWELL & Co., LTD.	On 16th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co	On 12th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co	On 14th July, at Noon.
TACOMA VIA SHANGHAI & JAPAN, &c.	TACOMA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 3rd July.
VICTORIA, B.C., & TACOMA VIA JAPAN	SUVERIC	Brit. str.	—	W. Shotton	DODWELL & Co., LTD.	On 3rd inst.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	TOSA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eldy	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iseki	MELCHERS & Co.	On 18th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th July, at Noon.
KOBE	HINSANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & CO., LD	On 4th inst., at 4 P.M.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 11th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
JAPAN	TJILIWONG	Dut. str.	—	Jurrianse	JAVA-CHINA-JAPAN LIJN	Quick despatch.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TIENTSIN VIA WEIHAIWEI & CHEFOO	CHEONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
SHANGHAI	CHOYSANG	Brit. str.	—	Sandback	JARDINE, MATHESON, & CO., LD.	To-morrow, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CHOSHUN MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 3rd inst.
SHANGHAI, NAGAGAKI, KOBE & YOKOHAMA	P. R. LUITPOLD	Ger. str.	1 m.	H. Kirchner	MELCHERS & Co.	About 3rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
SHANGHAI	CHINHUA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
SHANGHAI	LINAN	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 6th inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 7th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Fren. str.	—	Lancelin	MESSAGERIES MARITIMES	On 7th inst., P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEGUIRA	Brit. str.	—	Hayes	JARDINE, MATHESON & CO., LD.	About 8th inst.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 9th inst.
SHANGHAI	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—		MELCHERS & Co.	Middle of June.
SHANGHAI, YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 22nd inst.
SHANGHAI	TJILATJAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Brit. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 6th inst., at 10 A.M
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h	Passmore	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co.	On 4th inst., at 1 P.M.
MANILA	KAIFONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 4th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN TOMES & CO.	On 5th inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 8th inst., at 3 P.M.
MANILA	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	On 12th inst., at Noon.
CEBU & ILOILO	CHIHLI	Brit. str.	1 m		BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Beginning of June.
BOMBAY VIA SINGAPORE & COLOMBO	MOYORI MARU	Jap. str.	—	J. C. Richards	NIPPON YUSEN KAISHA	On 3rd inst.
SINGAPORE & SOURABAYA	ONSANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & CO. LD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	S. H. Belson	DAVID SASSOON & Co., LTD.	On 3rd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 15th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	Beginning of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wed'day, 2nd June, at NOON.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	About Thursday, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th May, 1909. 5

THE BANK LINE. LIMITED.

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PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	W. Shotton	On 3rd June.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathee	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

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Hongkong, 21st May, 1909. 8

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYNESIEN" Capt. Broc	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 21st June, P.M.
MARSEILLES VIA PORTS	"SYDNEY" Capt. Robufat	On 22nd June, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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Hongkong, 24th May, 1909. 2

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From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT., 12th June.	"ALLAN LINER" FRIDAY, 9th July.
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED'DAY, 14th July.	
"EMPRESS OF INDIA" SAT., 24th July.	"ALLAN LINER" FRIDAY, 20th Aug.
"EMPRESS OF JAPAN" SAT., 14th Aug.	"EMPRESS OF BRITAIN" FRI., 10th Sept.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

7

VESSELS ON THE BERTH

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
(With Liberty to Call at Malabar Coast).

THE Steamship

"WOGLINDE,"

Captain Mohr, will be despatched as above on or about the 7th June.

For Freight apply to
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Agents.

Hongkong, 29th May, 1909. [798

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about the 12th June.

For Freight or Passage apply to
JARDINE, MATHESON, & Co., LTD.,
Agents.

Hongkong, 28th May, 1909. [756

REGULAR STEAMSHIP SERVICE.
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN"... ... On 22nd June.

For Freight and further information, apply to
DODWELL & Co., LTD.,
Agents.

Hongkong, 28th May, 1909. [699

NATAL LINE OF STEAMERS.

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For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1898. [9

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Shanghai.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,009 i.h.p., Captain F. E. C. Ryan, Shanghai.

Bedford, 1st class cruiser, Capt. E. S. Fitzherberts, R.N., Kobe.

Bramble, gunboat 710 tons, 960 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut-Comdr. Thomas, Kobe.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.

Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut.-Comdr. Monroe, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux Kobe.

King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambton, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Kobe.

Kinsha, river gunboat, 616 tons, Lieut.-Comdr. T. J. S. Lyne, Yangtsze.

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Comdr., F. H. Walter, Hongkong.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p Lieut.-Comdr. R. S. Roy, R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. B. J. D. Guy, V.C., Kobe.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr H. R. Tickell, West River.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut-Comdr. Alan Dixon, Yangtsze.

Taku, torpedo boat destroyer Gunner Barlow, Hongkong.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut, Comdr. H. R. Godfrey, Yangtsze.

Thistle, gunboat, 710, tons, 900 h.p., Lieut, Comdr. H. T. Attlay, Yangtse.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson, Kobe.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. H. P. Douglas, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. C. A. Fremantle, Hongkong.

Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt.-Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. H. R. V. Cottrell Dormer Yangtsze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p Lieut.-Comdr. G. R. Livingstone, Yangtsze

THE DIRECTORY AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SOMALI Capt. R. A. Peters	10 A.M., 2nd June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 3rd June	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. Hayward, R.N.R.	About 10th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 12th June	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st May, 1909. [1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
MANILA	"KAIFONG"	On 1st June, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 2nd June, 4 P.M.
CEBU and ILOILO	"CHIHLI"	On 3rd June, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, D'light
MANILA	"TEAN"	On 8th June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

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SHANGHAI LINE

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES $45 SINGLE and $80 RETURN.

TELEPHONE 36.

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AGENTS.

Hongkong, 1st June, 1909. 11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† * SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	WED'DAY, 2nd June, at 9 A.M.
* TAMSUI VIA SWATOW & SWATOW	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 6th June, at 10 A.M

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No, 1, Queen's Buildings.

Hongkong, 1st June, 1909. T. ARIMA, Manager. [13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG.
"HAICHING" Capt. Passmore	SWATOW, AMOY & FOOCHOW.	TUESDAY, 1st June, at 1 P.M.
"HAITAN," Capt. J. S. Reach	SWATOW, AMOY & FOOCHOW.	FRIDAY, 4th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th May, 1909. [10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SINGAPORE & SOURABAYA	"ONSANG"	Tuesday, 1st June, Noon.
* TIENTSIN VIA WEIHAIWEI & CHEFOO	"CHEONGSHING"	Tuesday, 1st June, Noon.
† SHANGHAI	"CHOYSANG"	Wed'day, 2nd June, Noon.
KOBE	"HINSANG"	Friday, 4th June, 4 P.M.
* MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
*†SH'HAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909. [16

HAMBURG-AMERIKA LINIE
HAMBURG.
EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:
S.S. BRASILIA ... ... 9th June
S.S. SEGOVIA ... ... 22nd June
S.S. C. FERD. LAEISZ ... 26th June
S.S. SLAVONIA ... ... 10th July
S.S. ANDALUSIA ... ... 18th July

HOMEWARD.

FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. SUEVIA ... ... 11th June
FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA . 17th June
FOR MARSEILLES, BREMEN & HAMBURG:
S.S. SCANDIA ... ... 1st July
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SILVIA .. ... 2nd July
FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SITHONIA ... .. 8th July
FOR HAVRE & HAMBURG:
S.S. ISTRIA ... ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HongkongOffice.

Hongkong, 28th May, 1909. 12

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC Co., Ld.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909. 6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - - (Capt. E. F. COPE) - - About Wed. 2nd June.
HIRANO MARU - - (Capt. H. FRASER) - - About Wed. 30th June
KAMO MARU - - - (Capt. F. L. SOMMER) - About Wed. 28th July.
MISHIMA MARU - (Capt. A. E. MOSES)- About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909. [93

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU Capt. N. Nielsen,	6500	WED'DAY, 9th June, at Daylight
	SADO MARU Capt. Geo. Anderson,	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	§ TOSA MARU Capt. T. Harrison,	6000	TUESDAY, 8th June, at 4 P.M.
	§*SHINANO MARU Capt. K. Kawara,	6590	TUESDAY, 22nd June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi,	6000	FRIDAY, 11th June, at Noon.
	KUMANO MARU Capt. N. Mathieson,	6000	FRIDAY, 9th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	‡ MOYORI MARU Capt. J. C. Richards,	4500	THURSDAY, 3rd June.
SHANGHAI, MOJI and KOBE	‡ COLOMBO MARU Capt. M. Winckler,	5000	THURSDAY, 3rd June.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson,	6000	WED'DAY, 9th June, at Noon.
KOBE and YOKOHAMA	SANUKI MARU Capt. K. Homma,	6500	FRIDAY, 11th June, at 5 P.M.
NAGAGAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 18th June, at NOON.

* Omitting Shanghai. ‡ Cargo only.
§ Fitted with New System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Altantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply t the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st June, 1909. [15

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond.	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909. [14

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)
(*Subject to Alteration*)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178	———	On Saturday, 3rd July.
"SEATTLE MARU" (already launched) 4 other new sister ships to follow.			

The steamers have fair speed. Special up to date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidship. A limited number of Cabin passengers carried at low rates.

Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 1st June, 1909. [810

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000 " "	July 1st, at Noon.
S.S. AMERICA MARU	6000 " "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 " "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 " "	Dec. 10th, at Noon.

For particulars apply to

K. MATSDA, Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909. [462

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (2,877 tons each) as follows:—

NORTH-BOUND.

Leave—Shanghai (Steamer)		Thursday	Saturday or Sunday	
Arrive—Dairen (")		Saturday	Monday or Tuesday	
Lv. — "	11 a.m.	Sunday	Tuesday	Friday
Ar. —Mukden	8.50 p.m.	"	"	"
Lv. — "	9.15 p.m.	"	"	"
Ar. —Changchun	5 a.m.	Monday	Wednesday	Saturday
Lv. — " (Russian Train)*	6.55 a.m.	"	"	"
Ar. —Harbin (")	3 p.m.	"	"	"
Connecting at Harbin with		State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Pet'g.

SOUTH-BOUND.

Connecting at Harbin with		State Express from St. Pet'g.	State Express from Moscow.	Wagon-Lits from Moscow
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun (")	6 p.m.	"	"	"
Lv. — "	7 p.m.	"	"	"
Ar. —Mukden	2.10 a.m.	Wednesday	Friday	Sunday
Lv. — "	2.30 a.m.	"	"	"
Ar. —Dairen	12.30 p.m. afternoon.	"	"	"
Lv. — " (Steamer)		"	Sunday	
Ar. —Shanghai (")		Friday	Tuesday	

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

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POST OFFICE NOTICE

☞ Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

☞ The Public are informed that mails to CHINA VIA SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

The *Mongolia* with the American mail is due to arrive here to-morrow.

FOR	PER	DATE
Saigon	*Heira*	Tuesday, 1st, 11.00 A.M.
Singapore and Sourabaya	*Onsang*	Tuesday, 1st 11.00 A.M.
Weihaiwei, Chefoo and Tientsin	*Cheongshing*	Tuesday, 1st, 11.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique, Valparaiso and Coronel	*Hongkong Maru*	Tuesday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	*Gaichiang*	Tuesday, 1st, NOON.
Bangkok	*Kohsichang*	Tuesday, 1st, 1.00 P.M.
Macao	*Sui Tai*	Tuesday, 1st, 1.15 P.M.
Manila	*Kaifong*	Tuesday, 1st, 2.0 P.M.
Weihaiwei, Chefoo and Tientsin	*Huishow*	Tuesday, 1st, 3.00 P.M.
Cebu and Iloilo	*Chihli*	Tuesday, 1st, 3.00 P.M.
Singapore, Penang, and Colombo	*Kitano Maru*	Tuesday, 1st, 5.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*P. E. Friedrich*	Wednesday, 2nd, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Shanghai	*Choysang*	Wednesday, 2nd, 10.00 A.M.
Tsingtau and Chemulpo	*Quanta*	Wednesday, 2nd, 11.00 A.M.
Mororan	*Sui Tai*	Wednesday, 2nd, 1.15 P.M.
Moji, Kobe, Shimidzu, Yokohama, Victoria, B.C. Tacoma and Seattle	*Suveric*	Wednesday, 2nd, 5.00 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	*Tjibodas*	Thursday, 3rd, 11.00 A.M.
Singapore Penang and Calcutta	*Gregory Apcar*	Thursday, 3rd, 11.00 A.M.
Macao	*Sui Tai*	Thursday, 3rd, 1.15 P.M.
Shanghai	*Chinkiang*	Thursday, 3rd, 3.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*Asia*	Friday, 4th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Swatow, Amoy and Foochow	*Haitan*	Friday, 4th, NOON.
Macao	*Sui Tai*	Friday, 4th, 1.15 P.M.
Manila	*Yuensang*	Friday, 4th, 3.00 P.M.
Kobe	*Hinsang*	Friday, 4th, 3.00 P.M.
Nagasaki, Moji, Kobe and Yokohama	*Mishima Maru*	Friday, 4th, 5.00 P.M.
Manila	*Zafiro*	Saturday, 5th, 11.00 A.M.
Macao	*Sui Tai*	Saturday, 5th, 1.15 P.M.
SHANGHAI SIBERIAN MAIL TO EUROPE	*Linan*	Saturday, 5th, 6.00 P.M.
Shanghai, Yokohama, Kobe and Moji	*Fooksang*	Monday, 7th, 11.00 A.M.
Samarang, Sourabaya and Batavia	*Quarta*	Monday, 7th, 2.00 P.M.
Yokohama, Kobe and Moji	*Tjiliwong*	Tuesday, 8th, 9.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Polynesien*	Tuesday, 8th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Manila	*Tean*	Tuesday, 8th, 2.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria B.C. and Seattle Wash	*Tosa Maru*	Tuesday 8th, 3.00 P.M.
Singapore, Penang and Colombo	*Wakasa Maru*	Tuesday, 8th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	*Kumano Maru*	Wednesday 9th 11.0 A.M.
Shanghai	*Yingchow*	Thursday, 10th, 3.00 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	*Nikko Maru*	Friday, 11th, 11.00 A.M.
Kobe and Yokohama	*Sanuki Maru*	Friday, 11th, 5.00 P.M.
Manila	*Ikoi*	Saturday, 12th, 10.00 A.M.
EUROPE &c., India via Tuticorin (Late Letters 11.00 to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 11th inst., at 5 p.m.	*Delhi*	Saturday, 12th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Empress of Japan*	Saturday, 12th, Registration 4.0 P.M. Printed Matter and Samples 4.00 P.M. Registration 4.30 P.M. Letters 5.00 P.M.
Singapore, Penang and Calcutta	*Kutrang*	Tuesday, 15th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Mongolia*	Tuesday, 15th, Printed Matter, and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. No late fee. Letters 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth Dunedin and Fremantle	*Changsha*	Tuesday, 15th, 3.00 P.M.
Manila, Yap, Friedrich Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	*Prinz Waldemar*	Friday, 18th, 9.00 A.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	May 29th.
ON LONDON:—	
Telegraphic Transfer	1/9¼
Bank Bills, on demand	1/9 5/16
Bank Bills, at 30 days' sight	1/9⅜
Bank Bills, at 4 months' sight	1/9 7/16
Credits, at 4 months' sight	1/9 9/16
Documentary Bills 4 months' sight	1/9 11/16
ON PARIS:—	
Bank Bills, on demand	223½
Credits, at 4 months' sight	227½
ON GERMANY:—	
On demand	181½
ON NEW YORK:—	
Bank Bills, on demand	43⅜
Credits, at 60 days' sight	44½
ON BOMBAY:—	
Telegraphic Transfer	133½
Bank, on demand	133¾
ON CALCUTTA:—	
Telegraphic Transfer	133½
Bank, on demand	133¾
ON SHANGHAI:—	
Bank, at sight	74½
Private, 30 days' sight	75⅛
ON YOKOHAMA:—On demand	86½
ON MANILA:—On demand—Pesos	87⅓
ON SINGAPORE:—On demand	76⅛
ON BATAVIA:—On demand	165⅝
ON HAIPHONG:—On demand	9¾ °/. pm.
ON SAIGON:—On demand	9½ °/. pm.
ON BANGKOK:—On demand	84¾
SOVEREIGNS, Bank's Buying Rate	$11.15
GOLD LEAF, 100 fine, per tael	$58.10
BAR SILVER, per oz.	24 5/16

OPIUM.

	May 29th.
Quotations are:—	
Malwa New	$1,100/1,150 per picul.
Malwa Old	$1,160/1,200 "
Malwa Older	$1,210/1,250 "
Malwa V. Old	$1,260/1,320 "
Persian fine quality	$1,020/1,050 "
Persian extra fine	$850/900 "
Patna New	$1,030 per chest.
Patna Old	— "
Benares New	$1,060 "
Benares Old	— "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Shanghai on the 30th ult., and is due to arrive at this port to-day at 3 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent Luitpold* carrying the German Mails with dates from Berlin of the 5th ult., left Singapore on the 29th ult. at 8 a.m., and may be expected here to-morrow at 10 a.m.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai via Foochow on the 29th ultimo at 7 p.m., and may be expected here to-morrow.

THE INDIAN MAIL.

The Indo-China str. *Fooksang* from Calcutta and the Straits left Singapore for this port on 28th ult.

The Indo-China str. *Kumsang* left Calcutta for this port via the Straits on 24th ult., and may be expected here on or about the 9th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* arrived Kobe at 5.30 p.m. on Friday the 28th May, and left again at midnight same day via Nagasaki for Shanghai where she is due to arrive at midnight on Monday the 31st May.

MERCHANT STEAMERS.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Singapore on the 26th ult., and is expected here to-day.

The N.Y.K. str. *Moyori Maru* (Bombay Line) left Moji on the 27th ult., and is expected here to-day.

The J.-C.-J. Lijn str. *Tjiliwong* left Macassar for this port on the 28th ultimo, and may be expected here to-day.

The J.-C.-J. Linie str. *Tjilatjap* left Macassar for this port on the 25th ult. p.m., and may be expected here to-morrow p.m.

The J.-C.-J. Lijn str. *Tjibodas* left Moji for this port on the 27th ultimo p.m., and may be expected here to-morrow.

The P. & O. str. *Sinaia* left Singapore for this port on the 28th ultimo at 3.30 p.m., and is due here to-morrow at about 6 p.m.

The E. & A. str. *Empire* from Sydney &c., left Port Darwin on the 22nd ult., for Timor, Manila and this port.

The Bank Line str. *Gymeric* left Seattle on the 15th ultimo for Hongkong via Japan and Manila.

The Mexican & Oriental S.S. Line Ltd.'s str. *Erroll* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The C.N. Co.'s str. *Changsha* left Sydney on the 17th ult., and is due here on the 11th inst.

The N.Y.K. str. *Yetorofu Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th ult., and is expected here on the 19th inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th ult., and is expected here on the 7th inst.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 29TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$985, buyers / £91.
National Bank of China, Limited	99,925	£7	£6	$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	$10¼, buyers
China Borneo Company, Limited	60,000	$12	$12	$13¼, sales
China Light and Power Company, Limited	50,000 / 50,000	$10 / $1	$10 / $1	$7, buyers
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	$10	$9¼, buyers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 122.
Hongkong Cotton Spinning Co., Ld.	125,000	$10	$10	$8½.
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 89.
Laou-Kung-Mow C. Spin.&Weav. Co., Ld	8,000	Tls. 100	Tls. 100	Tls. 109.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 400.
Dairy Farm Company, Limited	40,000	$7½	$6	$16½, sellers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$59, buyers
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$68, sellers
New Amoy Dock Co., Limited	10,000	$6¾	$6¾	$9½, buyers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkew Wharf Co., Ld.	36,000	Tls. 100	Tls. 100	Tls. 164.
Fenwick & Co., Limited	18,000	$25	$25	$11, sellers
Green Island Cement Co., Limited	400,000	$10	$10	$8.80, sales
Hongkong and China Gas Co., Limited	7,000	£10	all	$210, buyers
Hongkong Electric Co., Limited	60,000	$10	$10	$19, sal. & buy.
Hongkong Hotel Company, Limited	12,000 / 8,000	$50 / $25	all	$71, (old) / $42, (new) sel.
Hongkong Ice Company, Limited	5,000	$25	all	$155, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$24.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	$250	$50	$195.
China Fire Insurance Co., Limited	20,000	$100	$20	$110, buyers
China Traders Insurance Co., Limited	24,000	$83.33	$25	$85½, buyers
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$345, buyers
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 104, buyers
Union Insurance Society, Limited	12,400	$250	$100	$845.
Yangtsze Insurance Association, Limited	12,000	$100	$60	$225.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	$100	$109, buyers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$9¼, sal. & buy.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$30, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	$50	$50	$46, sales
MINING.—				
Société Française des Charb'ges du Tonkin	16,000	Fcs. 250	all	$625, buyers
Raub Australian Gold Mining Co., Ld.	200,000	£1	18/10	$9½, buyers
Peak Tramways Co., Limited	25,000 / 50,000	$10 / $10	all / $1	$14, buyers / $2, sellers
Philippine Co., Limited	75,000	$10	$10	$8.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	$100	all	$145, sellers
Luzon Sugar Refining Co., Limited	7,000	$100	all	$16, sellers
Robinson Piano Co., Limited	4,000	$50	$50	$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld.	30,000	$25	$25	$11, sellers
Douglas Steamship Co., Limited	20,000	$50	all	$36.
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	$15	$32, buyers
Indo-China Steam Navigation Co., Ld.	60,000	£5	all	$48. / $25.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	60/9, buyers
Star Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$27, buyers / $16, buyers
South China Morning Post, Limited	6,000	$25	$25	$24, sellers
Steam Laundry Company, Limited	20,000	$5	$5	$5½, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	$10	all	$12.
Wm. Powell, Limited	15,000	$7	$7	$4.
Watkins, Limited	10,000	$10	$10	$3½, buyers
A. S. Watson & Co., Limited	90,000	$10	$10	$9, sellers
Weissmann, Limited	175	$100	$100	$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. / 100 fders	$10 / $10	$4 / $10	$13, buyers / $230.
Union Waterboat Co., Limited	50,000	$10	$10	$10½, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	Par.

VERNON & SMYTH, *Share-Brokers.*

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HONGKONG TIDE TABLE.

From June 1st to 7th, 1909.

		HIGH WATER.		LOW WATER.	
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	1	m 7 28	6 0	m 1 10	2 3
		8 9 a	4 8	2 16 a	2 1
Wed.	2	m 7 48	6 5	m 1 40	2 4
		8 56 a	4 7	2 54 a	1 6
Thurs.	3	m 8 14	7 0	m 2 9	2 6
		9 42 a	4 6	3 30 a	1 1
Fri.	4	m 8 42	7 4	m 2 37	2 8
		10 30 a	4 4	4 8 a	0 7
Sat.	5	m 9 14	7 7	m 3 4	3 0
		11 24 a	4 2	4 50 a	0 4
Sun.	6	m 9 51	7 8	m 3 51	3 2
				5 28 a	0 3
Mon.	7	m 0 50	4 0	m 4 0	3 3
		m 10 34	7 8	6 32 a	0 4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 31st.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.85	29.90	29.84
Temperature	75	77	77
Humidity	82	82	86
Wind Direction	E	E	E
" Force	3	4	3
Weather	0	0	0
Rain		—	

Highest open air Temperature on 30th..... 81
Lowest open air Temperature on 30th.....72

PASSENGERS.

ARRIVED.

Per *Merapi*, from Java, Mr Fischer.

Per *Kitano Maru*, from Japan, &c., Mr and Mrs C. Leege, Mrs J. H. Low, Messrs Wm. Dennis, E. Hashimato, J Valentin, J. Rubo, A. Trinidad, S. Kato, E. P. Osbu, B. S. Hall and T. A. Broadfoot.

Per *Yuensang*, from Manila, Mr and Mrs Sweete, Mr and Mrs G. A. Fisher, Major and Mrs O Neill, Mrs M. A. Gars, Messrs J. F. H. Flaherty, D. Kimball, R. M. Powers, Felix Chipongian, Vicente Chipongian, Austin Craig and J. S. Joneway.

STEAMERS PASSED THE CANAL.

May 12th—*Benledi, Bedouin, Persia, Siam.* 15th—*Norman Prince, Benlawers, Touraine, Sanuki Maru.* 17th—Delayed thro' Mutilation *Dencalion.* 19th—*Kaisow.* 22nd—*Malta, Hyson, Mishima Maru, Pak Ling, Segovia.* 26th—*York, Benvorlich, Palma.* 29th—*Ambria, Awa Maru, Armand Behic, Glamorganshire, Kanagawa Maru, Buelwa, Konang Si, Orestes, Patroclus, Sikh.*

ARRIVALS AT HOME.

May 28th—*Perseus, Ernest Simons, Cathay, Ghazee, Glenroy.*

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